CYCLE NEWS

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November 19, 1986

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Test: '87 Kawasaki KX125

Visually the same, but...

Polen cashes in at Road Atlana

America's motorcycle newspaper

In the WIND
BY PAPA WEALEY

Honda XR600-mounted Chuck Miller and Bruce Ogilvie won the November 6-7 Baja 1000. The southern Californians covered the 1000-plus miles of the event which ran from Ensenada to La Paz on Mexico's Baja peninsula in 18 hours, five minutes, 52.58 seconds, which was 21 minutes faster than the first four-wheel vehicle. First in Class 21 (250cc) were Scott Morris and Daryl Folks of Las Vegas. They finished fourth overall in the race aboard a Husqvarna 250. Class 20 (125cc) went to Cagiva-mounted Duane Summers and Charles Halcomb. Class 30 (30 and over) was won by Honda-mounted Bill Harrins and Jimmy Sones, with Ron Gray and Mike Harper piloting their Husqvarna to the Class 38 (38 and over) win.

PHOTO BY KIT PALMER

An Iron Man story that'll be told for years to come was produced by Larry Roeseler who covered 750-plus miles of the Baja 1000 after his teammate Dan Smith crashed at the 250-mile mark of the race. Roeseler took over the team's Husqvarna and finished eighth overall, second in Class 22 (Open) which Miller and Ogilvie won. Smith reportedly suffered a "gouged arm" in the get-off.

Husqvarna-mounted Jeff Irwin captured the overall victory at the final round of the AMA National Championship Enduro Series in New Idria, California, November 9. Second overall went to Grant Palenske (Hon), while third went to Duke Lambert (Hus).

Former National motocross rider, John DeSoto, recently ran for county councilman in Honolulu, Hawaii, and won.

While introducing the 1987 RM125 Suzukis to the magazine press in Adelanto, California, November 5, U.S. Suzuki reformed the RM125 Editors' Mini Grand Prix. It was a nine-lap motocross team race that combined editors from each magazine with Team Suzuki riders. The winning team was Dirt Bike magazine with Mike Webb, Fran Kuhn and Willie Surratt. Second place went to *Cycle News* with Kit Palmer and Bob Hannah, while Dirt Rider magazine finished third overall with Karel Kramer, Marv Adams and George Holland. Cycle Guide (David Dewhurst/Bill Wolf/Donny Schmit), Cycle World (Ron Lawson/David Edwards/Johnny O'Mara) and Motocross Action (Ed Arnet/Zapada Espinosa/Erik Kehoe) rounded out the top six.

Kawasaki has announced that they have posted $12,600 in Team Green contingency bucks for the Thanksgiving Day weekend Florida Winter Nationals and Mini Olympics at Gainesville's Gatorback Park. Kawasaki riders finishing first through fifth in 14 different classes will be eligible for the Team Green bucks.

The 42nd Annual Southern California M.C. Hare and Hound which took place at Fremont Valley, California, on Sunday, November 9, was won by Cliff Thomas (Yam). Charlie Morris (Hus) was second with Paul Krause (Hon) third.

Cosmopolitan Motors will hold an open house for trials riders and dealers on Saturday, December 6, at the Cosmo warehouse in Hatboro, Pennsylvania. Test rides on the new '87 Beta TR34 are being offered. Other Beta and Montesa trials bikes, trials bicycles, accessories and clothing will be displayed. For info, call 800/523-2522 (in Pennsylvania, 215/672-9100.

According to Ron Hendrickson of the NMA, Kawasaki will co-sponsor the annual NMA World Mini Gran Prix in Las Vegas for the next three years. The '87 World Mini Gran Prix will take place on April 10-12.

Yamaha will present a Razz scooter to the overall winner of each motorcycle class (not minibike classes) at the 15th Annual Florida Winter Nationals and Mini Olympics.

How successful was the Suzuki GSXR Cup Series? Consider this: 1985 saw 48 Suzukis entered in the WERA Grand National Finals at Road Atlanta. Last weekend's event drew 203 Suzuki entries.

The overall number of entrants at the WERA Grand National Finals was also up. Last year's event drew 446 entrants, while 591 turned out this year. Drawing those racers was an increase in total cash and contingency prizes from $38,860 in 1985 to $125,044 for last weekend's races.

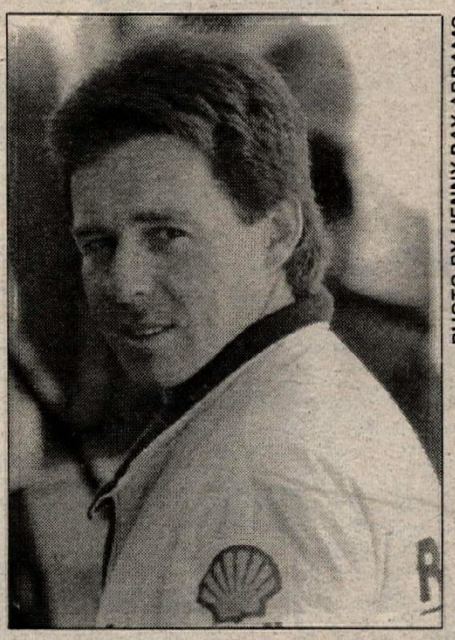


PHOTO BY HENRY RAY ABRAMS

Despite rumors to the contrary, Australian Wayne Gardner has re-signed with Honda to contest the '87 500cc GP road races. Gardner was rumored to be on the verge of signing with three-time World Champion Kenny Roberts' Lucky Strike Yamaha Team, but Roberts said in a phone conversation on Monday, November 10, that the signing deadline he had given Gardner has passed. "I put a deadline on the deal for Saturday (November 8) and that's already passed. I put a limit on how long they could toy with it. I talked to him and he was talking about switching camps. I didn't see any changes in my team and I didn't think he was going to switch. I think he was just using us for leverage," said Roberts. Randy Mamola and Mike Baldwin will more than likely return as Team Lucky Strike Roberts riders.

Camel Pro Series dirt tracker Ronnie Jones says he's looking for a Superbike ride for Daytona and possibly the other road race rounds of the '87 Camel Pro Series.

Motocrossers who use the Saturday SMX races at southern California's Perris Raceway for training and practice can now do so without earning advancement points in any class except the Vet and Old Timers divisions which will award half points.

Awards to the top finishers in the SMX Yamaha California Classic MX Series, which was completed on November 9, will be presented at the November 23 SMX race at Glen Helen, California. Four Yamaha YZs and thousands of dollars in other prizes from the likes of Malcolm Smith, Answer and Scott USA will be presented at Glen Helen.

OPENING: Conlon Kawasaki, a new Kawasaki dealership in San Bernardino, California, on November 15. The shop is organizing both a pro and an amateur MX race team and interested parties should apply in person at Conlon Kawasaki. For more info, call 714/885-7110.

APPOINTED: Marc Wareham, as national sales manager for San Diego, California-based Hallman Racing U.S.A.

NAMED: Jim Cayou, Top Gun by Hallman Racing U.S.A., for his 1986 sales efforts in the Pacific Northwest; Cayou represents Cayou Enterprises of Seattle, Washington.

The 11th Annual CMC/Dodge Trucks Golden State MX Nationals will be conducted at eight California tracks in January and February. The opening round will take place on January 3-4 at Sunrise Valley in Adelanto, California, and the series will run on successive weekends through January, take the first weekend of February off, and then continue through the remaining weekends of February. Check out next week's Championship Events section of the Calendar for info on other series events. The series is CMC and FIM sanctioned, not AMA sanctioned as reported several weeks ago.

The 1986 CZ World Championship MX will take place on Sunday, November 30, at DeAnza Cycle Park in Sunnymead, California. The event is open to any 1976 or older CZ and separate classes for Junior, Intermediate and Expert riders will be run. In addition, the CVRG Historic MX Challenge will take place at Sunnymead and the vintage races are open to any bike built in 1974 or earlier. Regular SMX classes will also be run.

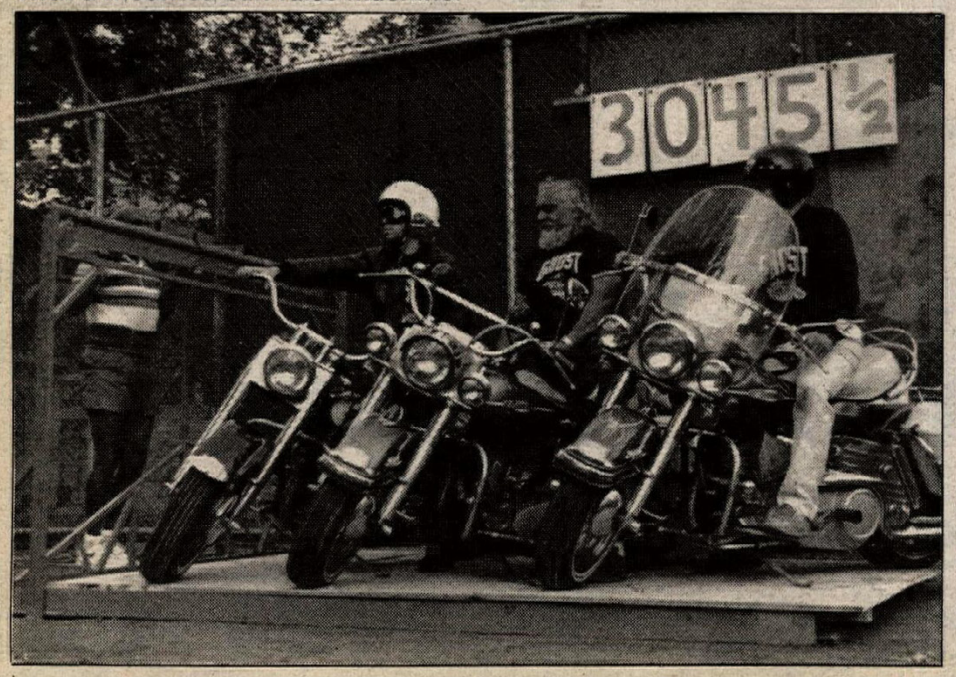
The 6th Annual Florida Motorcycle Club (FMC) Awards Banquet will be held at Ocala, Florida's Shriners Club on Saturday, November 22. For ticket info, call 904/748-0224 or 261-4141.

A grand prize worth $43,850 will go to one lucky showgoer at the 1987 Nissan Great American Motorcycle & ATV Shows. The seven-show series starts December 12-14 in Fort Worth, Texas, with additional shows in Pomona, California; New York; San Francisco; Philadelphia; Chicago; and Atlanta. To enter the sweepstakes, you will have to pick up a key at participating motorcycle, ATV and Nissan dealerships, and take it to one of the shows to try to unlock the grand prize. If the key fits, you'll become a finalist in the drawing at the end of the series with the winner of the drawing receiving a Nissan King Cab 4x4, a Harley-Davidson Low Rider Custom, a Kawasaki Concours, a Yamaha 700 Frazer, a Cagiva Alazzurra 650 Super Sport, a Suzuki LT500R Quad Racer, a Honda 250 Rebel, and a Custom Camp Cargo Trailer!

Suzuki announced its plans for a 1987 GSXR National Cup Series at the Grand National Finals in Road Atlanta on November 8-9. Suzuki will combine forces with Bates Industries Inc., who will also be contributing contingency money for the series. The 1987 finals will pay out $60,000 for 1987 which

(Continued to page 4)

Sal DeFeo (center), owner of Ghost Motorcycles in Port Washington, New York, two of his friends, and three of his classic bikes were lifted by Indian peace advocate Sri Chinmoy (far left) at a park in Queens, New York, recently. Chinmoy, 55, a spiritual teacher who leads peace meditations at the United Nations, hoisted the 3045 pounds using only his calf muscles with a modified calf raise machine.



Over the edge

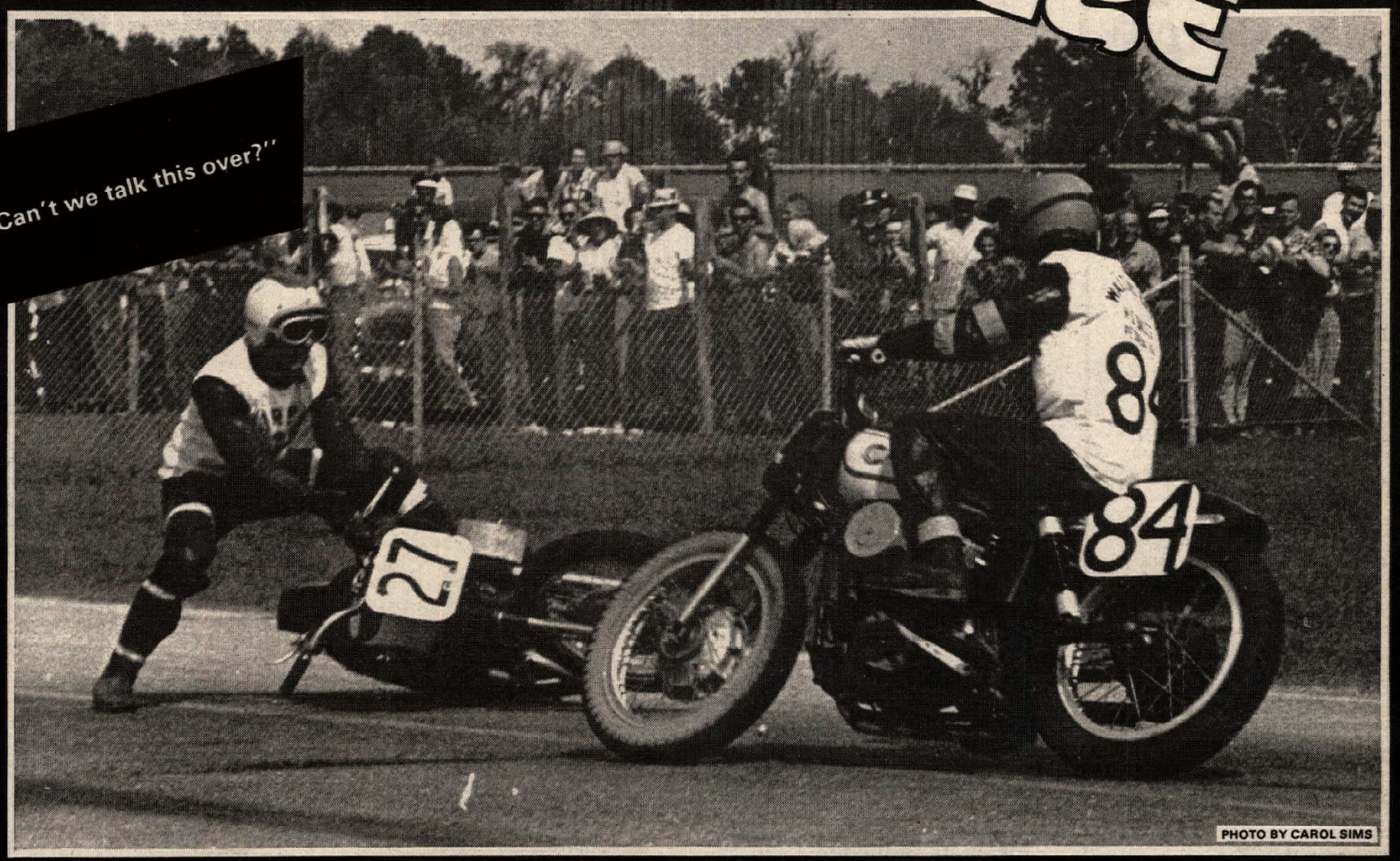


PHOTO BY CAROL SIMS

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VOICES

Carb restrictors

Your article in the November 5 issue of *Cycle News* was informative to many dirt track racers, but some of the comments made about what our sport needs deserved further discussion.

Tex Peel has done a lot for dirt track racing but he is letting his ego affect his assessment of the restrictor study. Peel stating a cost of $2,000 per motorcycle to convert to restrictors is just a scare tactic. It is beyond me why anyone would not want to make their motors last longer, which restrictors would do for all motors.

Mert Lawwill's comments on restrictors not providing more competitive racing is the outlook of someone with some of the fastest Harleys around but he has one of the most DNF records over the years. Less stress on any engine means more races you can finish.

That both Lawwill and Peel think only a four-valve head kit would make Harleys more competitive is outrageous. The rods and mains are the weak spots in the XR750. Any head kit would require about one year for R&D. Let's be serious.

TOM TROUDT
Kersey, CO

Eliminate exotic fuel

While we admire the AMA for recognizing and taking action in an attempt to solve many of the problems associated with Class C dirt track racing, we would like to suggest an alternative to the currently proposed Expert restrictor rule; "the stated goal (of this rule) is parity and reliablity among the 750cc twins which are the mainstay of the class," (*Cycle News*, November 6). Engine restriction eliminates straight-up no-handicap racing and will do little to improve reliability.

Let us eliminate the exotic fuels which allow the high dollar racing teams to run compression ratios up to 14:1. For true parity, each rider who makes the National will roll up to the line with an empty fuel tank. All tanks would then be filled with a basic 100 octane racing fuel. This should improve engine reliability and take away expensive advantages that the high dollar teams enjoy.

RICK, NORM, & MARK GRUBER
Waukegan, IL

Southeast events

As a concerned reader and rider I have made the following observations: Since the East and West editions of *Cycle News* have been combined, coverage in the Southeast of motocross and particularly hare scrambles and enduros has dropped considerably. I don't fault *Cycle News*. I think the blame rests squarely on the shoulders of SE&TRA, FTR, individual promoters, etc. If a survey were taken, I believe it would show costs of running these events are up and rider participation is down. This can be directly related to a lack of promotion. Besides pre-race advertising, if someone at the local level would take the time to submit race coverage and photos of these events to *Cycle News*, the next event might be better attended. My understanding is that contributors are paid by *Cycle News* for articles and photos. National coverage is great but I would like to see more local coverage.

STEVE A. BLACKMAN
Florence, SC

While there are several contributors who continue to submit timely reports on events in the Southeast (Gary Crider, Phyllis Apone, and Athie and Ben Sanders instantly come to mind), there are *many events that are not covered. We pay for reports, photos and even results from events. We urge promoters and clubs to do their best to find a qualified person to submit reports and photos, but if they can't find such a person, they should at least send results from the events (we print the top three finishers in each class in our Results section). A copy of our Contributor Guidelines is available to anyone who would like to submit reports. Request same from: Editor,* Cycle News, *P.O. Box 498, Long Beach, CA 90801-0498 . . . Editor*

Wind

(Continued from page 2)

is a 50% increase over the $40,000 paid at this year's final. First place will pay $7000 in the GSXR750 class while the winner's share in the 1100 race will be $8,000. During the series that will be held in six regions, first place in the 750 class will pay $1300 while the 1100 winner will recieve $1000. Bates contribution will be $5700 cash and $1140 in product at the club races and $6700 in cash and $1640 in product at the series final.

Camel Pro Series dirt track champ Bubba Shobert and Supercross and 250cc MX National Champion Rick Johnson were named co-winners of the 1986 AMA Pro Athlete of the Year award. Shobert and Johnson were presented the award at the AMA Pro Awards Banquet which took place on the Queen Mary in Long Beach, California, on Friday, November 7. Check out next week's *Cycle News* for a photo spread on the gala affair.

Vivian Chadbourne, Miss Camel Pro for several years, announced at the banquet that she won't be gracing winner's circle ceremonies on the circuit next year. She'll be missed.

When Bubba Shobert told Dave Despain, co-master of ceremonies at the AMA Pro Awards Banquet, that he hoped to be racing in Europe rather than in the U.S. in a couple of years, Despain asked, "Why?" Shobert answered, "Because when I see in *Cycle News* that Eddie Lawson has a garage three times bigger than mine, I want to go over there and get some of that money." Not that Shobert wasn't rewarded for his efforts this year; he received $40,000 for winning the Camel Pro Series dirt track championship and $25,000 for topping the Camel Challenge Cup competition.

PHOTO BY PAUL CARRUTHERS

Camel Pro Series road race champ Fred Merkel, when asked at the banquet by Despain to confirm rumors that say he'll be racing in Europe next year (with Skoal Bandit sponsorship) said, "I can't say anthing now. You'll read about it in In The Wind in *Cycle News* when it happens."

One thing that was confirmed by Honda team manager Udo Gietl, who was spectating at the Grand National Finals at Road Atlanta on November 8-9, is that Merkel will not be resigned by Honda. Gietl said that Honda's AMA/Camel Pro Series road race team for 1987 will consist of Wayne Rainey and Grand National Champion Bubba Shobert. Rainey and Shobert will compete in all nine of the Camel road race rounds with Shobert also doing the nine dirt track events. Rainey's contract will allow him to race in the Formula One race at Laguna Seca if one is scheduled. Rainey, however, will not be competing with Shobert on the dirt tracks. The two have been testing at Daytona.

The Quantel Cosworth twin which finished second in the hectic Battle of The Twins GP class race at Daytona last March with Australian Paul Lewis at the helm will return for next year's classic, but with a different rider. Five-time Australian Superbike Champion Rob Phillis will be riding it following his performance at Brands Hatch in England where he finished eighth in a field comprising 500cc two-stroke GP machines and 750cc four-stroke Formula One machinery. Phillis went to England in search of a ride after his Australian Superbike backer decided to pull out of racing.

Australian-based motocrosser Jimmy Ellis is out of competition for the rest of the season after twisting his left knee during a supercross race in Brisbane in mid-October. Ellis tore several ligaments and spent six days in the hospital recooperating from an operation. In Brisbane and the weekend before that in Perth, Ellis was part of a four-man US team which was comprised of Mark Murphy, Guy Cooper and Mike Fisher which twice beat an Australian team in a series of test matches. The American team won 53-51 in Perth and 44-40 in Brisbane. The Australian team was comprised of Jeff Leisk, Glen Bell, Craig Dack and David Armstrong. Ellis said he will be riding again in Australia next year, although he refused to say whether he would be competing under the banner of the national KTM importer as he has this year. •

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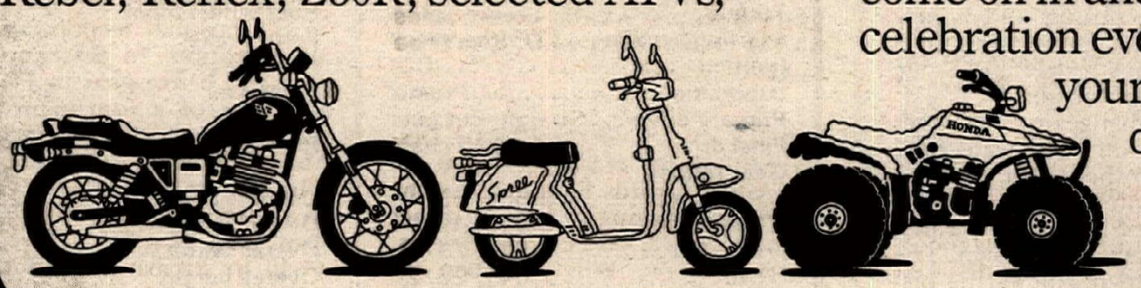

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Plush suspension and smooth power delivery makes the new KX125 easier to ride than before.

Test: Kawasaki KX125-E2

Visually it's the same, but...

By Kit Palmer

When *Cycle News* first caught a glimpse of the 1987 Kawasaki KX125-E2 a few months ago, we really didn't know what to expect. From the outside the Kawasaki basically looks like the same ol' motorcycle that played second fiddle to the Honda CR125R last year. But lurking deep inside the heart of the Kawasaki's engine and suspension *are* changes — significant changes that just might turn the new KX125 into the class leader in the highly competitive world of small-bore motocross competition.

The 1986 KX125 was no slouch when it came to horsepower, but compared to last year's 125cc king —the Honda CR125 — it simply didn't put the power to the ground as hard, or as smoothly. So for 1987, the KX125 receives many internal refinements, such as switching to a center port exhaust design and modifying the Kawasaki Integrated Power-valve System (K.I.P.S.) inside the liquid-cooled, two-stroke motor.

The K.I.P.S. power-valve is modified to improve gas flow efficiency, and the valves are larger to increase gas flow volume. This, combined with new port timing and a new outer rotor-type magneto, is designed to give the motor stronger mid-range punch and better tractability.

Other motor changes include larger water jackets for increased water flow volume to keep the motor running cooler, larger sub-ports, and an all-new exhaust pipe and piston, which now has a concave-type crown. The new concave crown, single-ring piston matches a redesigned cylinder head to form a semi-spherical combustion chamber, which translates into what Kawasaki says is a better and more efficent method of burning fuel/air mixture.

Because of all the new porting and power-valve modifications, the 35mm R-bottom slide, keyhole venturi Mikuni carburetor has all-new jetting that feeds into a six-petal carbon-fiber reed valve intake manifold, and the airbox now comes stock with a plastic cover to be used in wet conditions.

The six-speed transmission now has a slightly closer ratio to benefit the motor's stronger low-end. The wet, multi-disc clutch remains unchanged for 1987.

Surrounding the engine is an all-new frame for 1987. Most obvious is the new semi-double cradle to accommodate the center port exhaust system. The steering head diameter has been bumped up from 48 to 54mm to increase rigidity, and the areas around the footpegs have been reinforced because of cracking problems that developed in the 1986 model. The aluminum rear sub-frame section is still removeable.

Suspension isn't radically changed over last year's KX. The Kayaba single shock in the rear has gone to a piggyback reservoir type (formerly a remote reservoir) that now has one 12-way high- and low-speed compression damping knob instead of two separate knobs for easier adjusting. The shock also has 20-way rebound damping adjustment. And to top things off, the Uni-Trak suspension linkages have been changed slightly for more progressive action.

Up front, the Travel Control Valve (TCV) Kayaba fork received the fine-tooth-comb treatment. The TCV main spring retainer is changed from a fixed type to a floating type to reduce sliding friction of the TCV rod. Both compression and rebound damping have been increased, and there is no longer any pre-load adjustments. The fork does have a 16-way initial compression damping adjuster.

The front disc brake has a 4mm larger piston caliper, which Kawasaki claims improves stopping power by 20 percent. The rear disc brake has different composite pads, and the disc plate is made out of steel instead of stainless steel.

Riding

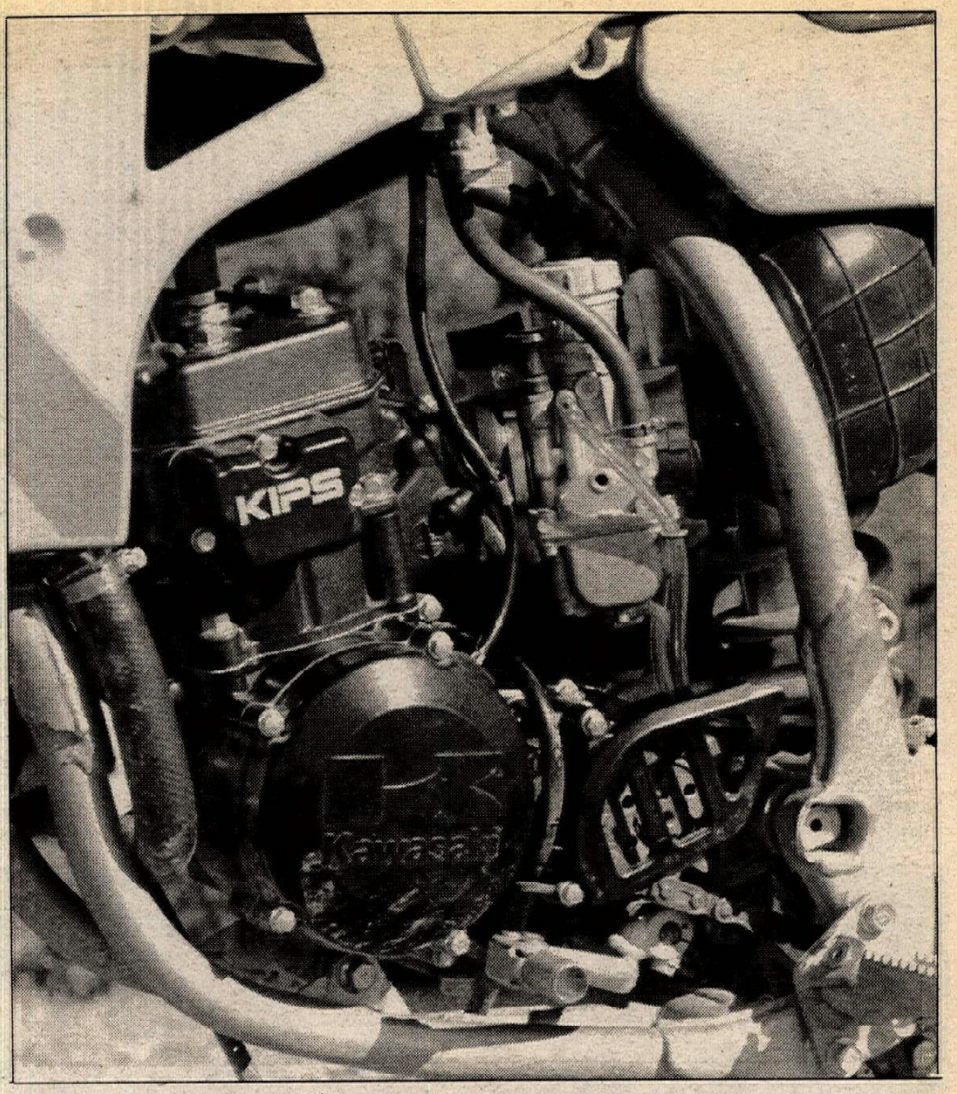
Riding the new KX125 for the first time, it's easy to tell that it *is* an improved motorcycle despite it's mirror image looks of last year's model. But it's not until you grab a handfull of throttle and click it through the gears do you realize the new KX has gobs of power; quite a bit more than last year's KX. It pulls stronger out of the corners, and it continues to hook up until tapped out in sixth gear. At low rpm, the KX125 doesn't have the tendency to fall off the pipe, and if it does, one quick fan of the clutch lever usually brings the motor back to life in a hurry and the motor revs quickly and is ultra responsive. Once on the pipe, the Kawasaki hooks up best in the middle of the powerband and continues to pull respectively on top.

The transmission works flawlessly. Every now and then we missed a shift, but this usually wound up being more rider error than anything else. The shiftlever is easy to find and

Kawasaki KX125-E2

Engine type	Liquid-cooled two-stroke, single
Bore x stroke	56.0x50.6mm
Displacement	124cc
Compression ratio	9.35:1
Carburetor	35mm Mikuni
Horsepower	N/A
Torque	N/A
Starting system	Primary kick
Ignition	CDI
Lubrication	Premix
Primary drive	Straight-cut gear
Final drive	#520 chain
Gear ratios	
Primary	3.500; 63/18
Final	3.916; 47/12
6th	0.920; 23/25
5th	1.041; 25/24
4th	1.181; 26/22
3rd	1.400; 28/20
2nd	1.750; 28/16
1st	2.307; 30/13
Frame	Single downtube, split double cradle
Rake	45°
Trail	4.6 in.
Front suspension type	Telescopic fork
Fork tube diameter	43mm
Front wheel travel	11.8 in.
Rear suspension type	Single shock, swingarm
Rear wheel travel	13.0 in.
Front brake	8.7 in. disc
Rear brake	7.5 in. disc
Front tire	80/100-21 Dunlop
Rear tire	100/100-18 Dunlop
Claimed dry weight	190.7 lbs.
Overall length	84.1 in.
Overall width	32.1 in.
Overall height	46.9 in.
Wheelbase	57.1 in.
Fuel capacity	2.0 gal.
Ground clearance	15.2 in.
Seat height	37.6 in.
Colors	Lime green
Retail price	$2299

The new Kawasaki is simple to flick around over jumps and through turns thanks to its lightweight and well-balanced chassis.



A new center port exhaust system, a modified K.I.P.S. and ingnition changes gives the new KX stronger low- and mid-range power.

a quick tap on the lever is enough to change gears under a heavy load, with or without the aid of the clutch.

Getting in and out of turns quickly is easily accomplished on the KX. Because of its light weight, narrow layout, good low-end and easy-to-use clutch, the KX can be flicked through turns quicker than any 125cc motocrosser we've ever ridden. The motor is so responsive and the clutch has such smooth action, that the KX hooks up well and predictably when exiting turns. The clutch lever mounts close to the handlebar making it easy to reach, and only one finger on the lever does the job.

Even though the Kawasaki's suspension received only minor changes, the end results are major. The rear Uni-Trak suspension has a plusher ride compared to last year's KX but bottoming is still rare for a rider between 150-160 pounds even when touching down after steep, flat-landing jumps. On a rough track where there are a lot of small, squared-off bumps, the back end stays close to the ground and doesn't kick as much as it used to. Only once in a while did the back end swap but not usually enough for the rider to let off on the throttle to bring the back end under control. The KX almost always recovers on its own.

The slightly refined Kayaba forks are also quite improved over last year's KX. They have much smoother action especially over the smaller bumps while still maintaining the strength to handle the bigger obstacles. Last year's fork was a little on the harsh side under sharp impacts, but the '87 fork is noticably smoother and less twitchy.

Having a lot of horsepower really doesn't mean a whole lot without having good brakes. The Kawasaki KX125 has the best in the business. The rear disc brake is super strong and progressive, and the front disc works equally as well. Slight pressure on the rear brake pedal is all that's needed to start slowing the KX down for the turns, and when you need instant stopping power, there's plenty of that available before the wheel starts locking up. The front brake is the same way and one finger on the lever is more than enough to slow the bike down. When braking over stutter bumps, the back wheel likes to chatter and hop around a bit, but considering there's no full-floating braking system, it's easy to live with.

The Kawasaki KX125-E2 is a serious threat for being the best 125cc motocrosser in 1987.

Overall layout is very comfortable. The handlebars have a good bend; all the controls are easy to reach and simple to use. The handlebar/seat/-footpeg combination is comfortable and spacious enough for taller riders, and the seat has just the right texture.

It's obvious we like this motorcycle very much and we can't find anything to really complain about. The Kawasaki carries its weight well by having a low center of gravity and being well balanced. Combine this with a super responsive, powerful motor with good low-end and mid-range, and plush suspension and you have a motorcycle that's easy to flick around and just plain fun to ride. And to top things off, the new Kawasaki KX125-E2 has the capabilities to win on any motocross track.

What more could you ask for? •

Doug Polen (2) leads Ron Ewerth (9), Scott Gray (23), Marty Siegal (25), Scott Cantrell (35), Bart Peterson (36) and the rest of the Suzuki GSXR1100 field. This was the only race that Polen lost on the day as Dan Chivington (hidden) took the win.

Polen made up for his 1100 loss with a total domination of the GSXR750 race; this is Polen's lead after half a lap.

Suzuki GSXR Cup Series and Honda 500 Interceptor Challenge Series Finals

Polen cashes in at Road Atlanta

By Paul Carruthers
Photos by Henny Ray Abrams

BRASELTON, GA, NOV. 9

Texan Doug Polen avenged the day's earlier loss to Dan Chivington in the Suzuki GSXR1100 Cup race by impressively trouncing the field in the GSXR750 race at Road Atlanta. Polen further established himself as the richest and fastest club racer in the country by jumping aboard his Honda to capture the Interceptor Series finale win.

Much as he has been throughout the Suzuki-sponsored series, Polen was the man to beat in all three of the high paying, $20,000 manufacturer-sponsored races. In the 1100 class, however, Polen was outpaced by AMA/Camel Pro Series Superbike regular Chivington in what turned out to be the most exciting race of the day.

Chivington, Polen and Road Atlanta local Ron Ewerth battled for 15 laps before Chivington squeezed his way past on the downhill leading to the final corner and the checkered flag. Polen also scratched his way past Ewerth in the last corner to finish second. Californians Scott Gray and Chris Steward rounded out the top five.

The GSXR750 race was a different story. Nobody could match Polen as he scorched his way off the line, clicked off several times in the high 1:32 range and beat the closely knit battle for second by over 16 seconds. Mike Harth, quite remarkably, bounced back from a Friday endurance race crash that saw him break a bone in each hand to edge Dave Sadowski and Chivington for second place.

In the rain-plagued Honda Interceptor final, Polen had his hands full with Novice Scott Zampach in the wet conditions. When the track started drying, however, Polen clicked off some fast laps, caught and passed his younger foe. Third place went to Kurt Hall with J.T. Terry and Geoff Cesmat rounding out the top five.

Prior to Saturday's heat races not many in the paddock would have bet very much on Polen being upset. After the day's heat races that consensus only grew stronger.

Polen — who with his winnings today came close to the $100,000 mark for the year — was visiting the Road Atlanta facility for the first time. He used Friday's endurance race as a chance to get in some race-speed laps and after getting in over 100, he was ready to go. One rider that wouldn't be a factor was Polen's Paul Revere 250-winning teammate Ottis Lance. Lance crashed in turn six in the A Production class on Saturday and broke his ankle and knee; the Texan was put in a full-leg cast and was sent home after a day in a local hospital.

It became quickly evident that Polen was almost unbeatable when he easily won the second Honda Interceptor heat race. It was Hall grabbing the early lead, but soon Polen was past and pulling away.

Turning times in the low 1:39 range for most of the race, Polen cruised in ahead of Hall while Ewerth won a battle with Danny Walker to take the third place position. Chip Terrell finished fifth.

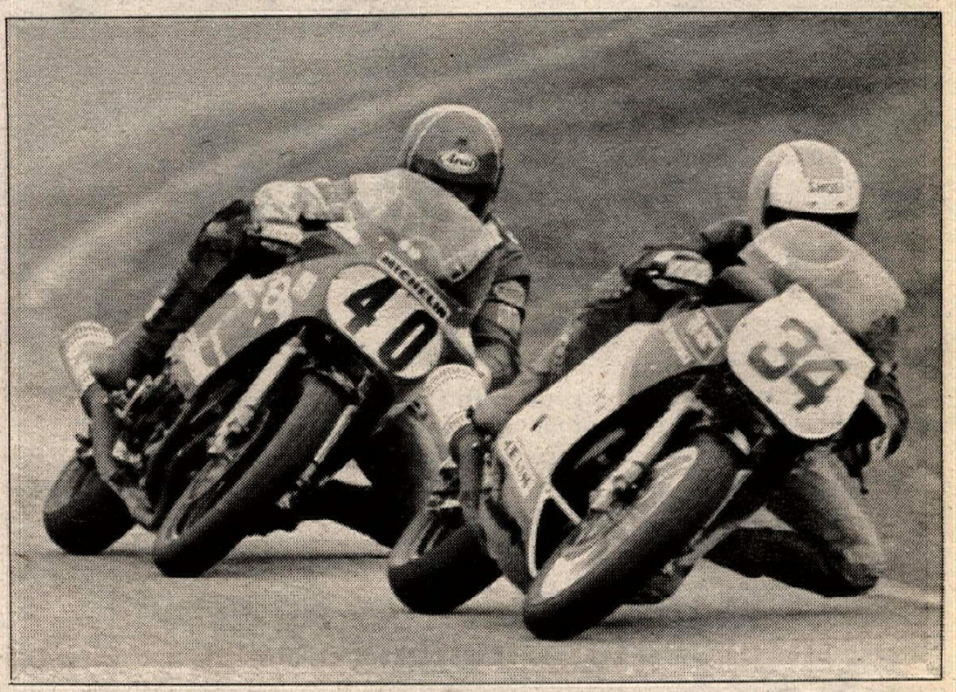
In the opening Honda heat, Greg Tysor won the drag race to turn one with Cesmet in hot pursuit. Soon it was Zampach moving into second and closing on Tysor. But Tysor held on to beat Zampach with J.T. Terry and Silas Hiscock rounding out the top five.

It would be Polen on the pole for the final as his heat race time was nearly seven seconds faster than Tysor's.

Tires were a consideration as the riders prepared for the Suzuki heats. Gray, Steward, Danny Walker, Aaron Turner and Joey Osowski's Suzukis were all fitted with Dunlop's new MC207 DOT-approved developmen-

Dan Chivington (7) pulled an upset over Doug Polen (2) in the Suzuki GSXR1100 race; Chivington waited until the final lap to make his move.

Scott Zampach (8) leads Kurt Hall (7), Greg Tysor (35) and Ron Ewerth (31); Polen (2) is in sixth spot early in the Honda 500 Interceptor race.



Ron Ewerth (34) and Dave Sadowski (40) battled for second early in the GSXR750 race; Mike Harth surprised them both to take second.

tal tire while most of the field were using Michelin Hi-Sports. Harth was one of the few using what Dunlop's Tony Mills described as a Dunlop K700 race-compound radial.

Also buzzing around the paddock prior to the heats was speed trap talk. Some riders were saying that Polen's Suzukis were up to five mph faster than the rest of the field on the back straight. Cornering speed alone could have made the difference and as Polen said, "Let them say what they want. They've been saying it all year. I'm not stupid enough to cheat. If I come here and cheat, no one will even remember my name when this is over."

The Suzuki GSXR750 heats were first on the Suzuki schedule and Gray led the field into turn one. When the pack came around to end the first lap, however, Gray had his hand raised as he coasted down the front straight.

"I don't know what went wrong," Gray said. "It went on two cylinders; I hope it's only electrical."

It was Harth (Harth Racing/Shoei/SuperTrapp/Fox) taking over from Gray and leading the way, but the black flag was waving and the starters chalkboard had Harth's number 36 all over it.

The injured rider's Suzuki was leaking oil and after he realized it was he who was being black-flagged, he pulled in, knowing he would have to start the final from the back of the pack.

Harth's misfortune left clear sailing for Sadowski, who turned times in the low 1:37s to beat Chivington, Ricky Orlando and Doug Toland.

With Suzuki posting a $300 bonus for fast heat time, Polen gave every intention of fattening his wallet even more as he sped off to an easy win in heat two. The Texan was turning 1:34s while easily pulling away from Ewerth (Cycle Nuts and Bolts/Fine Arts). Tysor held down third place, but was penalized a lap for jumping the start from his second row position. Third fell to Thomas Stevens.

In the opening 1100 heat, Chivington led Toland into turn one with Gray third and Ewerth fourth. Gray soon disposed of Toland as did Ewerth, Bart Peterson, Tom Walther and Keith Pinkstaff. Chivington clicked off a 1:35.5 and a 1:35.2 to take the win over Gray.

What happened to the seventh-placed, AFM South hopeful Toland, who was starting what would basically be a disappointing weekend? "It just deteriorated," he said. "It or you?" he was asked. "It," he answered while looking at a stripped down rear shock.

Polen jumped his Hyper Cycle/Michelin/Shoei/RK-sponsored Suzuki out to another lead in the second heat, turning a 1:33.6 and a 1:34.11, beating Steward by over seven seconds. Scott Cantrell finished third with Osowski fourth and Marty Siegal fifth.

"Fast heat?" Polen asked as he pulled into pit lane. "Yeah, four seconds," was the reply. "That's not bad," said Polen, who was gaining confidence by the minute.

"Everything felt pretty good," Polen said later. "If I run my race everything should be okay for tomorrow."

Suzuki GSXR1100 Final

As it turned out everything wasn't okay for Polen when the GSXR1100 final got underway. The CRRC/WERA pilot charged from his spot on the inside of row one to lead the fray into the first turn and up the hill.

The first indication that Polen wasn't going to be able to take off and hide as planned, came the first time the pack entered the fast back straight. Ewerth drafted past and led the field at the end of the first lap. It was Ewerth, Polen, Gray, Chivington and Peterson at the end of one lap.

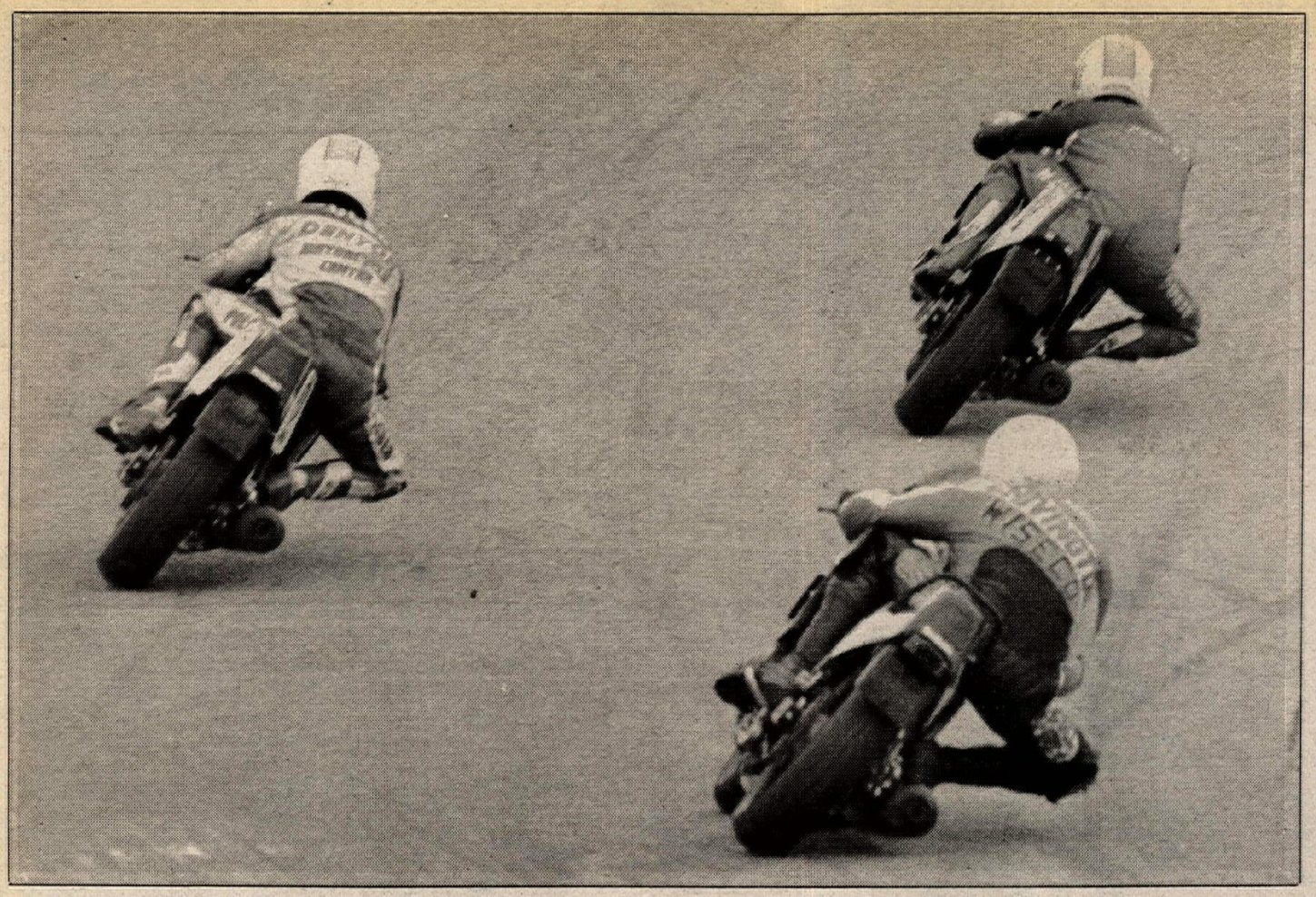
The leaders turned a 1:33.2 second lap as Polen regained the lead. Chivington (Chivington Honda Suzuki/Michelin) got by Gray, who at over 200 pounds was having trouble staying with the others on the fast back straight. Gray would also later say that his bike was running poorly.

Polen came out of the tunnel in a vicious slide on lap five, but try as he might it wasn't having any effect on the determined Ewerth. Those two had pulled a little ground out on Chivington, but a lap later, on lap seven, Chivington was back in the hunt.

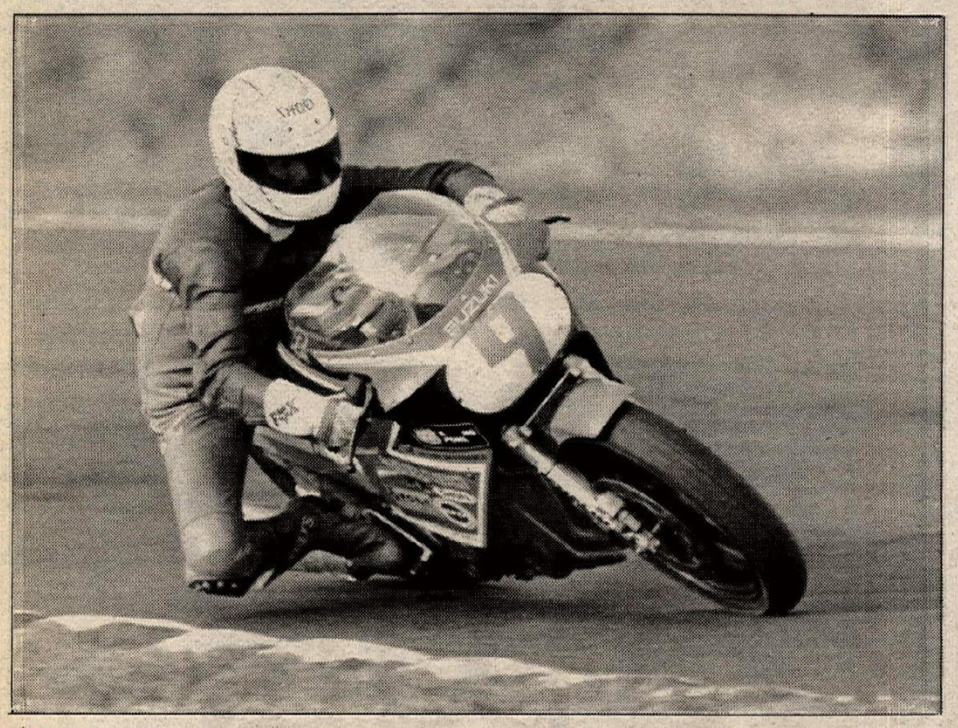
The eighth lap saw the leading trio turn a 1:33.1 as they ran side-by-side on the back straight, playing you draft me and I'll draft you. Gray, meanwhile, was well clear of the fifth place battle of Steward and Pinkstaff.

Ewerth led the other two at the end of the 11th lap, but Polen dove hard into turn one. That didn't do much good, however, as the Texan ran wide on the exit and Ewerth shot by going up the hill. Ewerth later said that he was gaining considerably on Polen on the exit from corners because of Polen's over-zealous charges going in.

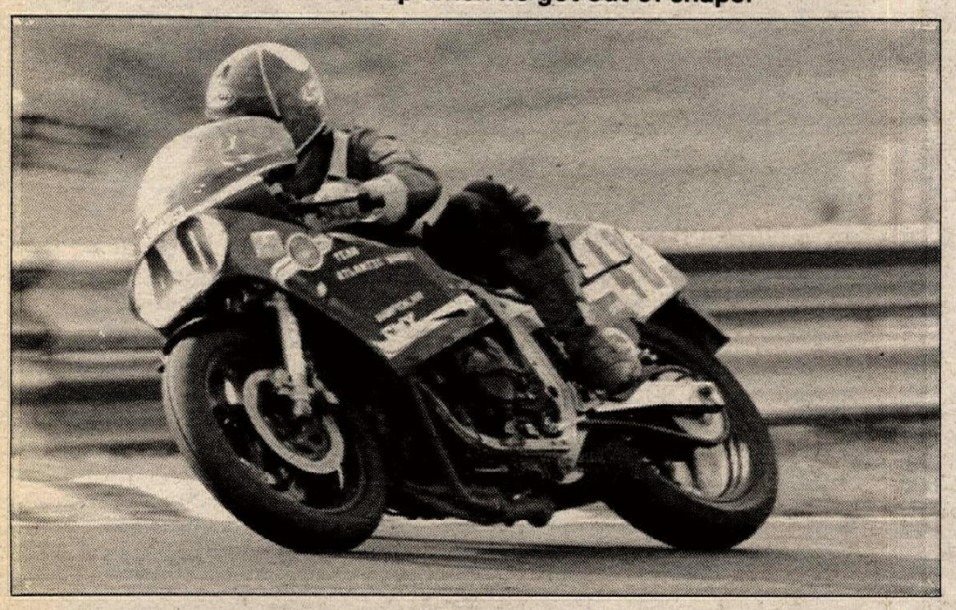
As the three went by the start/finish line to begin the final lap, Ewerth led Chivington with Polen dropping to third. As they came down the back straight for the final time, Chivington got a good drive, and drafted close to Ewerth as they approached the bridge. Ewerth ran it in hard, too hard, ran wide and Chivington snuck through on the inside. Polen also took advantage, pulled even with Ewerth going into the final corner, held the inside line and finished



Ewerth leads a wide-lined Polen and Chivington out of turn one in the closest race of the day, the 1100 class.



Road Atlanta local Ewerth rode with Polen and Chivington in the 1100 race, but lost out on the last lap when he got out of shape.



David Sadowski finished third in the GSXR750 class after a race-long battle with Harth and Ewerth; Polen won by 16 seconds.

second; Gray held for fourth with Steward fifth and Tom Walther sixth.

"I was just trying to stay close enough," Chivington said. "Doug and Ron had theirs geared about right and mine was a little tall, but I got the draft, got a good slingshot and made it to the flag. This (the GSXR-Series) is the toughest competition I've seen. I just wanted to keep it on two wheels and not get any scratches on it."

"It wobbled down the back straight," Polen said. "We changed tires today; yesterday it worked perfect and I could do what I wanted. But like I said yesterday, today is today and tomorrow is tomorrow. They ran a good race."

It was later discovered that Polen's Suzuki had a loose front axle nut.

"I could see Chivington closing and closing and closing," Ewerth said. "He drafted by me sooner than he had before (on the final lap) and I let it hang out. I went in a little too hot and ran wide and got out of shape. Polen pulled up next to me and we both baulked but he had the better line. I'm looking for a rematch in the next race."

Gray wasn't happy with fourth place, but was pleased with the new Dunlops. "The tires were just bitchin," he said. "They have the potential to be faster than the Michelin and they don't go away. It was jetted wrong and it just ran worse as it got hotter."

Honda 500 Interceptor Final

With rain falling and dark clouds looming overhead, the Honda Interceptor final got underway with Tysor leading the charge. John Ramsey, however, tossed his Interceptor away on the downhill causing it to burst into flames — the red flag came out and the race was delayed while crewmen removed the wreckage. Ramsey escaped unscathed.

The worst rain of the day fell as the race restarted with Tysor again taking control early. It was the novice Zampach and his Don and Roy's Cycles/Torque Center-sponsored Interceptor, however, leading Hall, Tysor and Polen at the end of the first lap.

Tysor limped past the pits at the end of the second lap long after Zampach and crew had been through. On the fourth lap, Zampach pulled clear of Polen, who had disposed of Hall. The youngster was splashing his way around the 2.5-mile track as Polen fell back.

On the eighth lap, Zampach led Polen by 2.6 seconds, but the rain had stopped, the track was drying and a lap later Polen was only 1.6 seconds behind. On lap 10, Polen pulled up to Zampach and on lap 11 was in the lead. On lap 12, Polen turned a 1:42.6 to lead by over two seconds. Hall (Klotz/Avon) held a steady third with Terry a lonely fourth.

The order stayed the same in the closing laps. Zambach was trying to gain, but kept losing the front end at the top of the hill. And Polen cruised in for the win.

"I almost threw it away big-time twice," Zambach said of his race in the drying conditions. When asked about the rain, he replied. "I love riding in the rain, it's like riding motocross."

Polen claimed the rain wasn't giving him problems and that he wasn't in any fear of losing. "I was just waiting 'till the end. It would have worked the same in the wet or the dry."

Suzuki GSXR750 Final

Polen had a determined stare in his eyes as he gridded for the start of the GSXR750 final. That stare transfixed itself on the starter and when the flag dropped Polen grabbed the lead and pulled away.

On the completely dry track, Polen led the field across the line on the first lap with Ewerth second, Sadowski third, Stevens fourth and Toland fifth. Harth, who had started way back in the pack, was up to midpack and on the move.

Polen's first flying start lap was a 1:35.1 as he easily pulled away from the ensuing battle for second — Ewerth and Sadowski were going at it. By the end of the third lap, Polen had a 4.7-second lead on the others.

Lap four saw Polen turn a 1:34.8 and Harth move himself into contention as he sat in sixth and was closing on Ewerth, Sadowski, Joe Pittman, and Stevens. It didn't take Harth long as he moved into second place only two laps later. Meanwhile, Polen wasn't slowing as he continued to lap in the high 34, low 35 range.

By the 10th lap another factor showed itself as Chivington appeared in fifth place. Polen now led Ewerth, Harth, Sadowski and Chivington. Stevens pulled into the pits on lap 12 and by lap 13, Polen had a 15.8-second lead while turning a 1:34.9 lap time.

Sadowski dove his Adventure Suzuki/Bel-Ray/Fox-sponsored Suzuki under Ewerth to end lap 14 in third behind Harth. Chivington, meanwhile, was in fifth and right in contention for second.

As Polen crossed the finish line, the others came down the hill with Harth holding off Sadowski, Ewerth and Chivington for second place.

"The bike was perfect and I had a little incentive," Polen said.

"I had to ride so hard in the early laps that I got tired and had to settle for second," said Harth with his hands badly swollen. "I knew I couldn't catch Doug."

"Next year I'm going to go on a diet so I can't get drafted on the backstraight," Sadowski told the crowd over the public address system.

Chivington was highly content with his weekend even though he couldn't grab second in the 750cc class.

"I got a real bad start and I wasn't really into riding the 750," he said. "Things started coming together, but a pack of three is hard to get by. I kept stabbing to see if I could intimidate them. I'm real pleased about the 1100 race." •

Results

HONDA INTERCEPTOR: 1. Doug Polen (Hon); 2. Scott Zampach (Hon); 3. Kurt Hall (Hon); 4. J.T. Terry (Hon); 5. Geoff Cesmat (Hon); 6. Danny Walker (Hon); 7. Chip Terrell (Hon); 8. Ron Ewerth (Hon); 9. Alfred Bernard (Hon); 10. Ricky Orlando (Hon).

SUZUKI GSXR750: 1. Doug Polen (Suz); 2. Mike Harth (Suz); 3. Dave Sadowski (Suz); 4. Ron Ewerth (Suz); 5. Dan Chivington (Suz); 6. Joe Pittman (Suz); 7. Donnie Rowe (Suz); 8. Chris Steward (Suz); 9. Ricky Orlando (Suz); 10. Doug Toland (Suz).

SUZUKI GSXR1100: 1. Dan Chivington (Suz); 2. Doug Polen (Suz); 3. Ron Ewerth (Suz); 4. Scott Gray (Suz); 5. Chris Steward (Suz); 6. Tom Walther (Suz); 7. Keith Pinkstaff (Suz); 8. Ricky Orlando (Suz); 9. Doug Toland (Suz); 10. Bart Peterson (Suz).

Suzuki opens with a pair.

Jimmy Gaddis and his Suzuki RM80 are riding a winning streak.

He began by winning the 7-race Trans-Cal MiniMotocross Series this summer. And continued it by taking first place in the Stock class in front of Suzuki teammate Buddy Antunez, who finished a strong second at the NMA Western Fall National Opener, November 2nd, in Palmdale, California. Plus, Gaddis paired-up his win by taking first place in the Modified class.

So if you're interested in taking the gamble out of buying a Motocross bike, it's a good bet you'll soon be on a Suzuki RM.

Right on, Suzuki

SUZUKI

Tune-in MOTORCYCLE WORLD radio with Larry Huffman, sponsored by Suzuki, Sundays, 10-11 p.m. KOLA-Los Angeles, XTRA-San Diego, KTIM-San Francisco, and KYLO-Sacramento.

After 100 miles of racing, 500cc KTM-mounted Shawn Gerber edged out Can-Am's Ron Naylor by a few feet for the National victory.

AMA National Championship Hare Scrambles Series: Final round

Gerber outlasts Naylor in Idaho

By Anne and Tom Van Beveren
Photos by Tom Van Beveren
MURPHY, ID, NOV 2

In a neck-in-neck dash to the finish line, Utah's Shawn Gerber snatched the win in round seven of the AMA National Hare and Hound Championship Series — beating out Northern California's Ron Naylor by an unbelievably slim margin of barely five feet.

After trailing Naylor for most of the tough 100-mile course, the KTM-mounted Gerber launched a do-or-die effort in the last quarter mile of the race that swept him past the factory-sponsored Can-Am rider and into the number one spot just 100 yards from the checkered flag.

"He was tough," Gerber said. "But I wasn't going to give up. It took a long time, but I got him in the end and that's what counts."

Just over 200 riders signed up to compete in the second-to-last round of the eight-event championship series which was held in Murphy, 35 miles southwest of Boise, Idaho.

The 200 entries made it the smallest of the championship fields so far, but it was an impressive turnout by local standards. According to Darren Obendorf, a spokesman for race organizers Dirt M.C., races in the Boise area generally draw only 70 to 80 riders.

A large number of last-minute entries pushed the scheduled 10:30 a.m. start back to 11:00 a.m. and when the banner finally dropped on the impatient field, it was Joel Huskey on a 250 Suzuki grabbing the holeshot.

The short bomb run provided some tricky terrain for out-of-state riders, who had to keep their speed down as they ran through the knee-deep grass that hid numerous ruts and bumps.

Huskey was out in front as the riders picked up the pink-ribboned trail that led the way into the first wash on loop one — a 25-mile sand section.

Huskey had Shawn Gerber's Open Class KTM hard on his heels in the early running, with Idaho's Bob Carlberg on his 250 Kawasaki and Ross Boyd on his Open Kawasaki tucked in behind.

Oregon 250 hotshot Joe McCormick was fifth overall just past the bomb with John Nielsen's 400 Husky running sixth.

Naylor, winner of the last two Dirt M.C.'s Sun Valley Grands Prix, raced through in seventh, but soon started a move up through the pack.

By the half-way point in the 45-minute loop, Gerber had come up from second to power past Huskey and into the lead. Back in the pack, Naylor's push from behind was working him steadily up in the running. The racer from Central Valley, California picked off rider after rider and was soon in second overall, and snapping at Gerber's heels.

Naylor stole the lead from Gerber as the course turned towards home check, and as the sandy terrain drew to a close and headed into the pits for the first time, Naylor was out in front by about 20 seconds.

But Naylor's lead was short-lived. A record-breaking effort in Gerber's pit put the Utah rider back on his bike in a matter of seconds, and launched the big KTM out into loop two eight seconds ahead of Naylor.

Reed Bright of Caldwell, Idaho, who silver medalled at the recent ISDE in Italy, had worked his way up to third overall by the pits, and was racing neck-and-neck with Huskey as they went through home check and powered out into loop two — a 43-mile scenic route through the local mountains.

Southern California's Paul Krause was next through in fifth overall. Krause, whose unbeatable style on a 250 Suzuki has already sewn up the win in the 250cc class of the National series, was riding an Open class Honda in a practice run for the Barstow-to-Vegas race on November 29.

Krause was followed out by Ross Boyd, with AMA District 37 250 hotshot Charlie Morris, Jr. pushing hard in seventh.

Joe McCormick had fallen back to eighth, and was already being challenged by Southern California's Number One plate holder in the Vet 250cc class — Yamaha pilot Mike Sixbery.

The first 125 bike to complete the loop was Jeff Miller on the Coors Extra Gold-sponsored Kawasaki, running a high 13th overall.

Loop two took the riders through a variety of challenging terrain that ranged from tree-lined trails so narrow the handlebars would barely clear, to treacherous icy ground in the higher regions.

At the front of the field, the Gerber/Naylor battle continued. Naylor grabbed the lead back from Gerber just after the pits, and raced off to tackle the 43 miles of the race's longest loop.

Seeming at home in the steep, rugged terrain of the mountain loop, Naylor started to gradually open up a lead over the tenacious Gerber and, for the first time in the race, got far enough in front to break visual contact with the Utah rider.

"He had me worried in the second loop," Gerber said "The way I had it figured, the first and last loops were to my advantage, but he had the advantage in the mountains. And that was the first time I lost sight of him.

"Up till then, the whole race had been visual," he said. "I could see him out there the whole way, but in the mountains he got away from me and I was working hard. I was really amazed with my riding up there. I'm not a mountain man, but today things up there really came together and I think I did really well in that part."

While Gerber pushed to the limit to keep up with Naylor's factory Can-Am, some reshuffling was going on further back in the pack.

A strong bid for the lead was launched by Paul Krause, and took him up into fourth overall before he bit the dust about half way round the loop when the rear chain guard on the big Honda came off, forcing Krause to drop out of the running.

"Everything got wrapped round the wheel, and that was it," said a disappointed Krause, who drove more than 900 miles to compete in the race. "I was making up a ton of time out there, and was right up on the tail of whoever was running third. I couldn't believe how fast I was going. I figured I had finally worked out how to ride that Open bike!"

With Krause out of the running, Bright's third overall was safe for the time being and Huskey moved back up into fourth.

The mountain goat of the race turned out to be John Nielsen, a Champion Cycle-sponsored rider out of Bellingham, Washington. Nielsen's sure footed Husky 400 scrambled its way up from 10th overall going into the mountain loop to a high fifth overall going into the pits for the second time.

Morris came out of loop two in fifth overall, and was showing signs of wear and tear after a head-on collision with a tree.

"There were a lot of branches across the trail up in that section, and I was ducking under one, then all of a sudden I looked up and there was a tree trunk right in front of me," Morris said while nursing a swollen wrist. "I smacked that thing hard."

As the leaders came down out of the mountains and headed out into the final loop — a 30-mile section of tough desert terrain — Naylor was still out in front, but only by 20 seconds.

The tired riders took a beating in the tough terrain of loop three and just when they thought they had seen it all, they were sent headlong into the area's infamous "Murphy Freeway" — a seven-mile section of continuous whoop-de-doos guaranteed to separate the men from the boys.

The Naylor/Gerber tussle was still undecided as the course turned for the final run in to the finish.

When the closely-matched duo came into sight about a quarter mile from the finish, Naylor was out in front by about a bike length, riding wide open in the final run down the valley towards the checkered flag.

But the persistent Gerber had not given up. A desperate burst as the checkered flag came into view took him up alongside Naylor, and at the last possible moment a do-or-die twist of the throttle put him through into first overall only a few feet from the finish line.

"That's about the closest I've ever had it," the happy rider from Lehi, Utah said. "He (Naylor) is a great rider, and we had quite a race!

"He can ride in tight things a lot better and faster than I can," said Gerber. "Every time I would get by him we'd get into a tight bit and he would pass me back. The only way I was passing him was when he made little mistakes. A little one here, a little one there — if he hadn't made those, I don't think I would've got him."

The win was the first in the championship series for Gerber, who had to be content with second place behind Team Husky's Dan Smith in his last appearance — at round five of the competition at Cherry Creek, Utah.

Smith, who currently holds an unbeatable points lead in the Championship's Open Expert class, as well as a number of other top contenders

Reed Bright and his Husqvarna finished third overall and took second in the Pro class behind Gerber. Jon Neilson took third.

in the series, was in Mexico preparing for the SCORE Baja 1000 at the time of this race, and was unable to compete.

Gerber (Rapid Transit Racing/Malcolm Smith/Lubradyne) described the 100-mile course as "a lot of fun."

"It was a neat course, really well marked, and not a lot of dust," he said. "The first and second loops, and the first half of loop three, were fun — but the second half of loop three was awful. It was rocky, bumpy and dusty. It was a good third loop —it was just too bad it was third and we were tired!"

The agony of defeat was written all over Naylor's face as he sat on the finish line — and his bike didn't look too happy either with more than half the spokes missing from the rear wheel.

"I noticed the spokes were hitting coming out of loop two, so I was riding pretty easy but trying to keep a good pace going," said Naylor. "I was really babying it trying to save the wheel at the end and he (Gerber) got by in the last 100 yards."

Like Gerber, Naylor was competing in only his second race in the championship series, and had finished his first race in second place behind Smith — in round six of the competition at Reno, Nevada.

"I liked the whole course except for the last part," said Naylor, who had been hit by a flying rock in the final dash to the checkered flag and was already developing a black eye.

"The last part wasn't marked so well. I heard they had problems with hunters taking some of the ribbon down yesterday. We both got lost and got off the course on our way back in to the finish. I was in front when we lost the trail, so when we turned round to go back Gerber was ahead of me — we were back and forth like that the whole way."

Crossing the finish line in third overall, more than five minutes behind the leaders, was local rider Bright on a 250 Husky.

"Boy that was a nice course," said Bright. "The club did an excellent job in marking the course, and they laid it out so that you never got bored. They really mixed it up well."

Bright, who is sponsored by L&M Cycle Sales, Hi-Point, HRP and Bell Helmets, had entered the race as a pro rider, which gave him a cash prize, but made him ineligible to win points in the AMA championship series. Bright's pro status left the 30 points for the class win to be snapped up by the second 250cc rider home — Joe McCormick from Redmond, Oregon, who finished fourth overall just 10 seconds behind Bright.

"That was an excellent course," said the Husky rider, who is sponsored by G&G Cycle. "It had a bit of everything — trees, snow, ice, some mud, and some good rocks. It was real challenging."

Fifth overall went to an enduro rider from Bellingham, Washington — John Nielsen, on a 400 Husky.

"This is only my second desert race to speak of," said Nielsen. "I did some things on this bike today I've never done before in my life — like fifth gear slides going through the whoops. It was quite an experience!"

Dan Lees (Yamaha 490IT) crossed the line 10 minutes behind Nielsen to take sixth overall and first in the Vet Open class.

"I just turned 30 yesterday, so this is my birthday present," Lees said. "It took me forever to get going. I got hung up in the dust off the start, and I fell down a couple of times, but I always do that, so that's no excuse. I guess I started riding well up in the mountains and that's where I started moving up."

Southern California's Charlie Morris, Jr. took seventh overall, and the AMA points for second 250cc.

"The course was really fun except for the tree I hit," said Morris (Answer/Grandsport/Husky). "I just couldn't keep the pace up after I hurt my wrist, and I let three or four people past me on the last loop."

Following Morris in was another rider from southern California — Sixbery, who took the win in the Vet 250cc class on a Yamaha.

"They had a downhill out there in the second loop that dropped away to nothing," said Sixbery, describing the steep drop off the top of little Sugarloaf Mountain. "You dropped over the edge and went straight down forever."

Ron Naylor was leading with the checkered flag in sight, but Shawn Gerber snuck up and zapped him. Naylor took the Open Expert class win.

"The course had a lot of different stuff," said Sixbery (Grandsport Tires). "You had to duck low for the trees, there were lots of rocks, high-speed roads, and low-speed trails up in the mountains. It was an excellent race."

The win in the 125cc class went to Miller, who crossed the finish line a high ninth overall.

"The course was awesome," said Miller, who broke his neck in a car accident at the ISDE in Italy just over two months ago. "This is my first time back since the accident, and it went really well. I think the tree and mountain section was my favorite."

Second in the 125cc class went to Terry Bennett of Redmond, Oregon, who finished 25th overall despite some obvious mechanical problems. "My bike died a little way out and I had to stop and work on it," said the pilot of the smoking KTM.

"I don't really know what's wrong with it, but judging from the smell and the heat, I think its pretty roasted now. Whatever it was, it cost me about 10 places overall."

Tenth overall went to Ryan Dean of Sun Valley, Idaho on a 250 Honda, with Huskey's 250 Suzuki screaming in to take 11th overall, just ahead of Open Expert Russ Boyd.

The first 4-stroke to cross the finish line was a 510 Husky piloted by David Rhodes in 13th overall, with Kurt Sofka's big Kawasaki hard on his heels.

Fifteenth overall and second in the Vet Open Expert division went to Lee Pearson of Las Vegas, who said the 25 points may have given him the lead in his division of the championship series. "The points are a bit confusing in our division, because some of the clubs had me down as an Open class rider not as a Vet, so some of my points aren't right," said Pearson. "We're trying to sort that our now, and I think I may be out in front after this race."

The first Amateur rider to complete the course was Wiley Rasmussen of Albany, Oregon who finished a high 22nd overall. ●

Results

OVERALL: 1. Shawn Gerber (KTM); 2. Ron Naylor (C-A); 3. Reed Bright (Hus); 4. Joe McCormick (Hus); 5. John Nielson (Hus); 6. Dan Leds (Yam); 7. Charlie Morris (Hus); 8. Mike Sixsberry (Yam); 9. Jeff Miller (Kaw); 10. Joel Huskey (Suz).

PRO: 1. Shawn Gerber (KTM); 2. Reed Bright (Hus); 3. John Nielson (Hus).

OPEN EX: 1. Ronnie Naylor (C-A); 2. Ross Boyd (Kaw); 3. David Rhoads.

OPEN AM: 1. Willey Rasmissen (KTM); 2. Jeff Bushey; 3. Glen People.

OPEN NOV: 1. Kenneth Steward (Hon).

OPEN BEG: 1. Shawn Carlock; 2. Derek Mullikin; 3. Tom Heyereahl.

250 EX: 1. Joe McCormick (Hus); 2. Charlie Morris (Hus); 3. Ryan Dean.

250 AM: 1. Denton Meier; 2. Darren Williams; 3. Brian Howe.

250 NOV: 1. Gary Fox.

250 BEG: 1. Red Robinson.

175 EX: 1. Jeff Miller; 2. Terry Bennett.

175 AM: 1. Shane Merideth

OPEN SR EX: 1. Bob Raudman; 2. Roger Dubree; 3. Tom Lambert.

250 SR EX: 1. Mike Sixsberry; 2. Keith Pearson.

250 VET NOV: 1. Gary Mend.

OPEN VET EX: 1. Van Lees; 2. Lee Pearson; 3. Tom Harris.

OPEN VET AM: 1. Chuck Wright; 2. Gary Tuller; 3. Lori Harbour.

OPEN VET NOV: 1. Daniel Stoy.

250 VET AM: 1. Curtis Eames; 2. Jeff Carson; 3. Greg Urbany.

SUPER SR EX: 1. Jack Froelich.

SUPER SR AM: 1. Howard Dean; 2. Norman Nile.

WOMENS: 1. Kathy Cliner; 2. Melva Lees; 3. Ann Frisk.

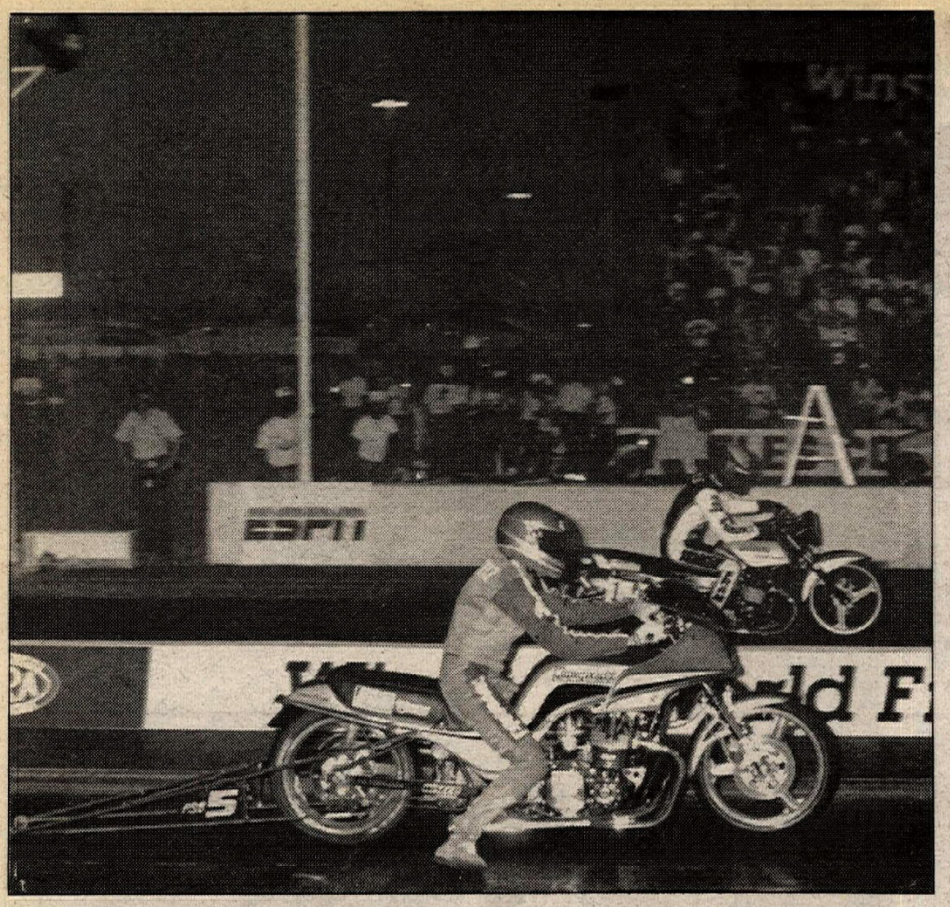
4-STRK: 1. Jack Fclaifer.

MINI EX: 1. Scott White.

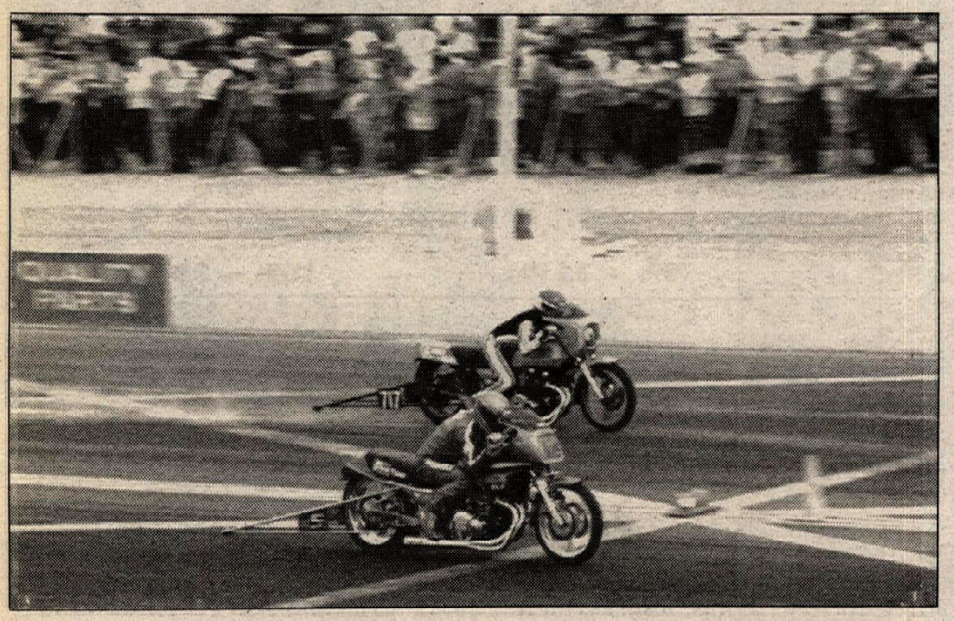
MINI AM: 1. Richie Reynolds.

MINI BEG: 1. Danny Fuhrman; 2. Greg Yearsley; 3. Mike Carlberg.

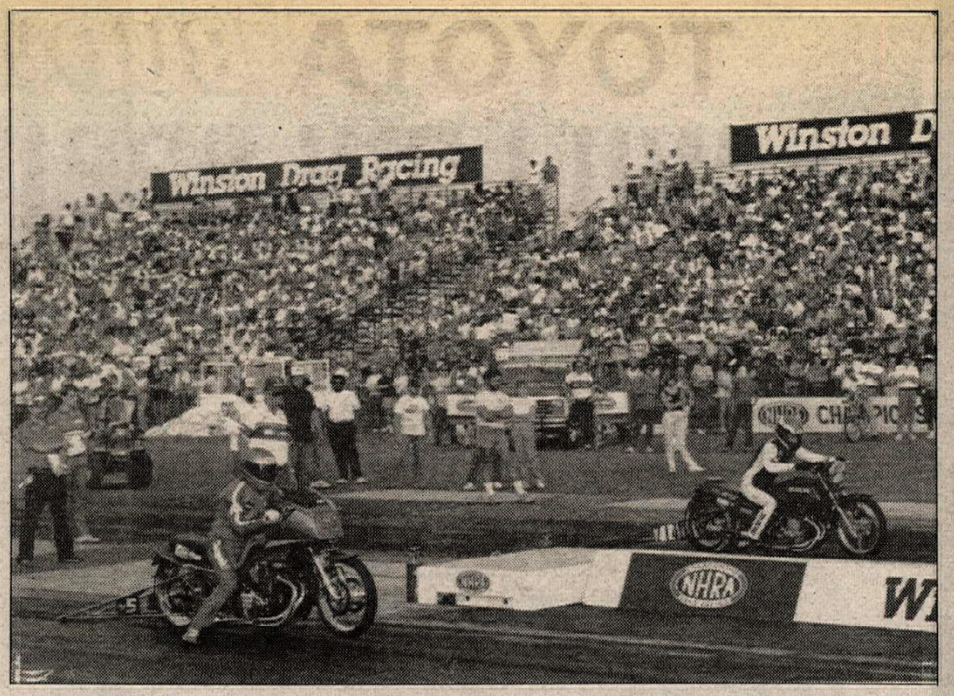
ANTIQUE: 1. John Lynar Sr.



Although Terry Vance (1) won his second-straight NHRA Pro Stock title, he lost in the final round to David Schultz (5).



The finish was close but Schultz nipped Vance as they crossed the lights in the final. It was Schultz's first-ever NHRA Pro Stock win.



Schultz ran an 8.292/159.20 in the semi on his Ft. Myers, '84 GPz Kawasaki for the win over Suzuki-mounted Phil Tannery (714).

NHRA Pro Stock Championship Series: Final round

Schultz over Vance in World Finals

By John Brasseaux/NHRA
Photos by Bob Johnson Photography

POMONA, CA, OCT. 26

This Pro Stock story from the 22nd Annual Winston World Finals at Los Angeles County Fairgrounds is not going to read like seven out of the past nine Pro Stock reports have over the last two years. In that period, 77% of the time, drag race fans have read, typically, "Terry Vance took control of qualifying on his very first pass, had everyone covered by at least two-tenths in eliminations, went on to win the event, and set a new National record for E.T. and mph, as well." But, there is a different story to tell this time around.

At this race, Vance didn't cover the field with a crushing performance advantage, he didn't set any National records, and he didn't garner yet another NHRA "Oscar."

The only point in the fifth and final motorcycle race of the season where Vance was out in front of anyone else was on his very first pass.

After that, one David Schultz out of Fort Myers, Florida, took control of the show and won the race. Running with one of the most sano (read: show quality) motorcycles in NHRA competition, Schultz was clearly the favorite to win the class after round two of qualifying was over.

Although Vance held on to the low E.T. spot with his 8.283 in that initial session of qualifying, he faltered in the second one, turning a time in the mid-8.40 range. Schultz stepped up with an 8.31, bettering his first try of 8.35. From there, Schultz would get only quicker, finally meeting Vance in the title round and beating him with an 8.28 followed by a 6.

Schultz put on a great show at the World Finals. His Kawasaki, equipped with a King racing computer from Kenny Bernstein's shop, the first-ever engine data recording device fitted to a drag racing motorcycle, dipped into the 8.20s no fewer than three times on a day that was less than ideal for the bikes, air- and traction-wise.

Still, Schultz had a tough time of it with the competition. He had to outpower and outride all four of his opponents, who strapped some substantial holeshots — in the mid- to high-.400 range — on him.

To give credit to those competitors, any reaction time below a .490 is great for a Pro Stock bike which suffers from too much horsepower combined with too little tire. The average rider is not able to yank the throttle open and/or pop the clutch after he sees yellow. If he did, the rear tire would spin hopelessly on the starting line. Instead, he usually rolls on the throttle and feeds out the clutch, which slows down his reaction time. However, some riders have attempted to overcome that problem somewhat by the use of a large (for bikes) Goodyear car slick instead of the smaller Goodyear motorcycle slick.

A good example of this was Schultz's third-round, semi-final opposition, Phil Tannery. Running with a Goodyear car tire designed for a Stock Eliminator machine, Tannery laid down a .423 R.T. in the first round to trailer a quicker John Mafaro. That is a very good reaction time for cars, but an astounding one for a Pro Stock motorcycle. In the second round, Phil cut a .449 light in a defeat of Steve Miles. In the previously mentioned third round, though he went out himself, he still left first with a very decent .479 R.T.

Before putting out Tannery in that round, Schultz blasted an 8.29 to vanquish Anthony Anderson, who despite running with the smaller motorcycle tire, left on a great .439 light. In the first stanza, Schultz raced a newcomer to NHRA Pro Stock competition, Dave Earll. Earll, also riding with a motorcycle tire, reacted with a very good R.T., a full 10th ahead of Schultz, but could not better him in the E.T. department.

On Vance's side of the ladder, a steady string of mid-8.30 times was his offering for the day — good enough for three rounds of competition, but not good enough for the fourth.

After the first round of qualifying, when the 8.28 came up on the scoreboard, the rest of Vance's pit time was spent searching for a way to overcome the clutch/transmission/tire slip that was plaguing every run. At the point where it occurred, usually right after shifting into second gear, the rpm would shoot way up, the bike would lurch forward, then catch again, and continue on the run. The clutch and tranny were carefully looked at, then the tire was checked over. In the end, a patch of the track surface itself was suspected to be the cause of it all.

In a second round battle with Mark Sauro, to give an example of his mechanical woes, Vance reacted at the start with a .447 light, something he said he has never done before. It seems the clutch was slipping and rolling his Suzuki forward after he staged, thus reducing his roll-out distance and lowering his R.T.

Before that, Vance survived with an 8.35 against a .458-initiated 8.48 from Jim Beatty, and advanced to the final at the expense of Tommy Bolton and his beautiful Suzuki, 8.39 to 8.46.

Schultz was able to make up for the Vance holeshot on that final run at the first mph light, resulting in almost identical speeds for the two riders. After Schultz and Vance had slowed to a stop, they had to look at each other on the return road and each ask who had won. The outcome sure quieted the crowd that had all day been cheering for Vance, a southern California resident and one of the best known motorcycle racers in America. But, Schultz picked up a vociferous following of his own with the win.

His first NHRA win since Pro Stock motorcycles became a part of the National event circuit is one he will remember for a long time. Schultz managed to earn enough points to finish sixth in the points race this year, despite missing the Gatornationals.

After knocking off the Vance and Hines' machine in the final, David Schultz has quite a deal of celebrating to do before he and Vance meet again at the Gatornationals in March of next year. •

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FINAL EVENT!

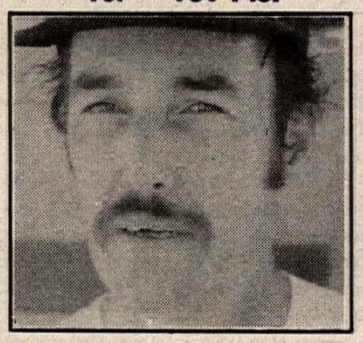
FEB. 22-23	MAR. 22-23	APR. 26-27	MAY 24-25	JUNE 28-29	JULY 19-20	AUG. 23-24	SEPT. 20-21	OCT. 25-26	NOV 22-23
1. Earl Roloff 2. Jim Vreeke 3. Rich Oliver	1. Doug Toland 2. Scott Gray 3. Earl Roloff	1. Jim Vreeke 2. Earl Roloff 3. Scott Gray	1. Doug Toland 2. Jim Vreeke 3. Earl Roloff	1. Earl Roloff 2. Jim Vreeke 3. Chris Steward	1. Jim Vreeke 2. Doug Polen 3. Doug Toland	1. Scott Gray 2. Jim Vreeke 3. Earl Roloff	1. Jim Vreeke 2. Doug Toland 3. Earl Roloff	1. Earl Roloff 2. Doug Toland 3. Chris Steward	

For nine rounds up to date, Toyota Motor Sales USA, The Budweiser Brewing Company, The Coca-Cola Bottling Company, Kawasaki Motors Corp., USA and Bel-Ray Total Performance Lubricants have been presenting at Willow Springs International Raceway a series of Formula USA Unlimited Motorcycle Road Races.

Earl Roloff's early championship win with one race to go gives him a new Toyota pick-up, a solid gold Formula USA belt buckle, $2000 in his share of the Formula USA $75,000 points fund, and a chance to win a new 1987 Ninja at the Jan. 10 AFM Banquet and drawing. Be there November 22-23 as the rest of the field battles for their season-ending, money-paying positions at the Willow Springs Formula USA **Final!**

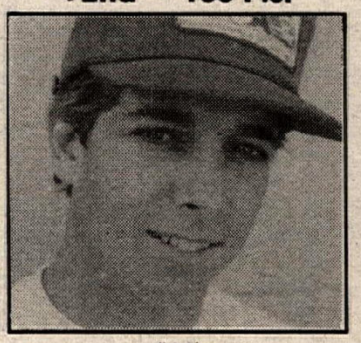
With One Round To Go Here Are The Top Fifteen Riders To Date — And The Line-Up For November 22-23.

1st — 139 Pts.



#2
EARL ROLOFF
Kawasaki
Spring Valley, CA

2nd — 135 Pts.



#22
JIM VREEKE
Yamaha
Canoga Park, CA

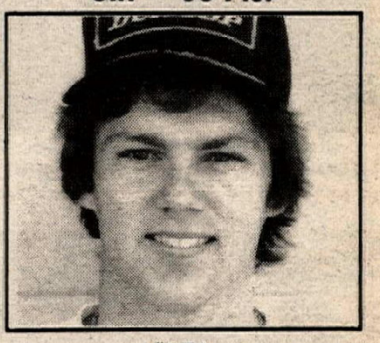
3rd — 106 Pts.

#33
DOUG TOLAND
Suzuki
Buena Park, CA

4th — 69 Pts.

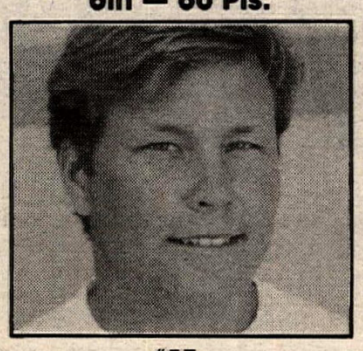
#80
MALCOLM HILL
Suzuki
Santa Monica, CA

5th — 65 Pts.



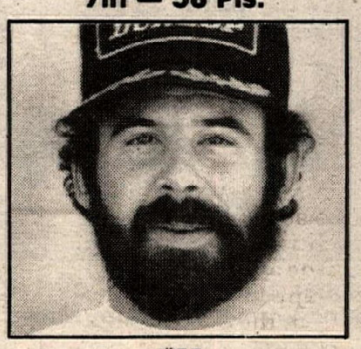
#171
JEFF STERN
Suzuki
Woodland Hills, CA

6th — 60 Pts.



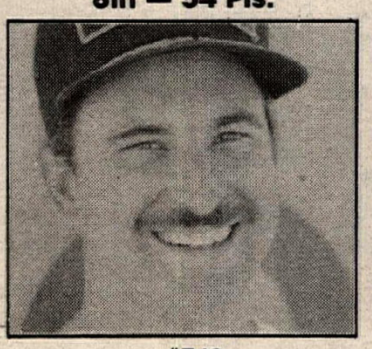
#57
SCOTT GRAY
Suzuki
Santa Rosa, CA

7th — 58 Pts.



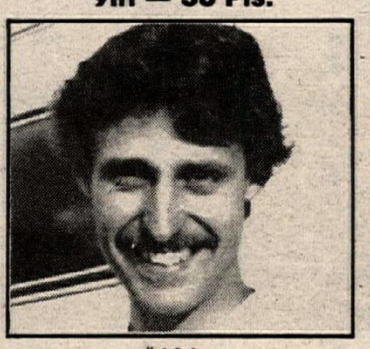
#55
ROBERT REINEN
Suzuki
Simi Valley, CA

8th — 54 Pts.



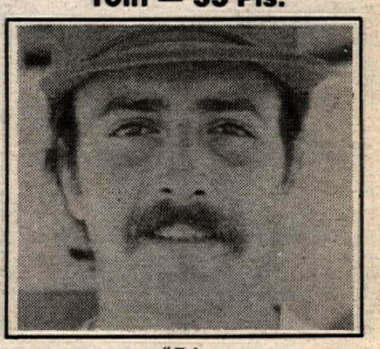
#740
CHRIS STEWARD
Suzuki
Sunland, CA

9th — 38 Pts.



#181
CURTIS ADAMS
Yamaha
Whittier, CA

10th — 33 Pts.



#51
DAVE LANGFORD
Suzuki
La Habra, CA

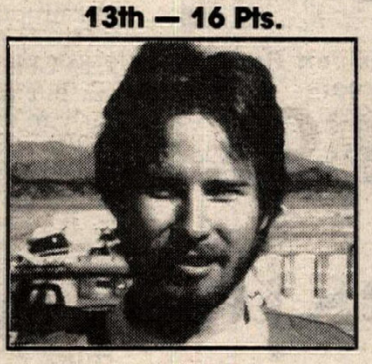
11th — 31 Pts.

#211
KENNY KOPECKY
Suzuki
San Diego, CA

12th — 26 Pts.

#793
DAVE SARTORIUS
Suzuki
Torrance, CA

13th — 16 Pts.



#31
JAY TANNER
Suzuki
Rosamond, CA

14th — 16 Pts.

#252
MARTY SIEGEL
Suzuki
La Habra, CA

15th — 16 Pts.

#296
DOUG POLEN
Suzuki
Denton, TX

Kawasaki
CR
BEL-RAY
The Lubrication Leader.
ESSEX HOUSE
ND SPARK PLUGS
DUNLOP
Valley News
Silverheels Custom Jewelry
SUNBELT SOLAR
KAV-TV 12
CALIFORNIA COOLER
ESPN THE TOTAL SPORTS NETWORK
SHOEI
California Superbike School
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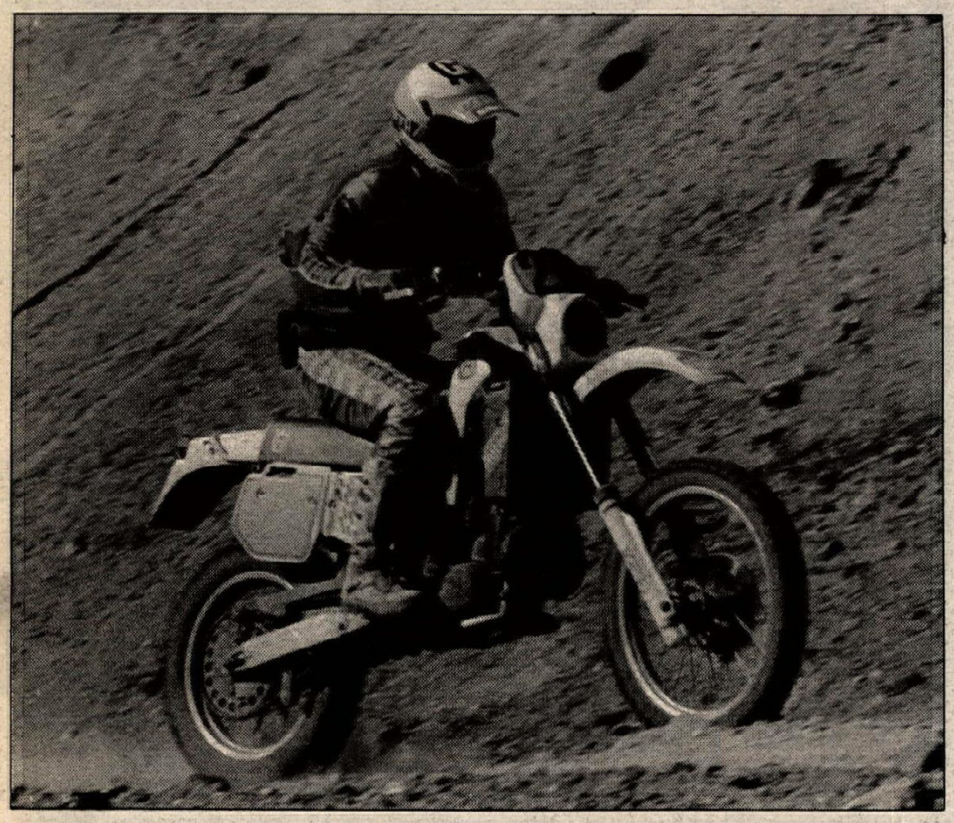
Overnight Camping Free

Riding a Husqvarna 430cc Auto, Dave Bertram dropped a total of 12 points at the Red Mountain Last Chance Enduro for the overall win.



In only his second enduro ride in the desert, Husqvarna's Jeff Russell claimed third 250 with a fifth overall. He had an 18-point score.

Rob Mesecher placed second overall on his 250cc KTM finishing three points behind winner Bertram. Mesecher took the 250cc class win.

AMA National Championship Enduro Series: Round 11

Bertram smokes to Red Mountain win

By Kit Palmer
RED MOUNTAIN, CA, NOV. 2

Team Husqvarna's Dave Bertram, riding a 430cc Auto, landed the overall victory at Southern California Enduro Association's Last Chance National Enduro, today, defeating local district riders KTM-mounted Rob Mesecher and Honda rider Grant Palenske (Metzeler/O'Neal) by three points. After completing three loops totaling over 100 miles in the high desert, Bertram dropped a total of 12 points, opposed to both Mesecher and Palenske who dropped 15 points each. But after adding up the tie-breaker seconds, Mesecher wound up edging out Palenske for second place.

In AA class totals, Bertram finished on top over Husky four-stroke rider Jeff Irwin (second Open), Jeff Russell (first 250), Randy Hawkins (second 250) and Jeff Fredette (first 200) on his Kawasaki KDX200. Terry Cunningham, who clinched the championship title two weeks ago on a Husky Auto in Delaware, rode the Last Chance Enduro on a 125cc Cagiva but dropped out after crashing early in the third loop. "I decided to ride the Cagiva 125 today just to have fun. I've got one back home that I've had since about June and I just love it. It's pretty much all I ride back home, except for the Nationals when I ride my Automatic."

Still recouperating from injuries sustained in Delaware, KTM's Kevin Hines, who bidding for second overall in the series, was a no-show at Red Mountain.

Rick Daniel rode his big-bore Husqvarna to the Open A class win with a seventh overall after losing 18 points. His closest class rival was Chip Howell, who finished 12th overall on his 400cc Husky. In 0-200cc A class competition, Garner Palenske rode his KDX200 Kawasaki to the win ahead of Donnie Simone, Robert Bush and Michael Smith. ISDE silver medalist Pete Postel dropped out after crashing and breaking his Honda CR125 early in the event.

Compared to the wet, rainy and muddy Delaware National Enduro two weeks ago, the Red Mountain run was quite the opposite. Temperatures climbed to the upper 80s, and the course conditions were dry and dusty. The first 35-mile loop was considered easy by most of the riders but a few AA riders managed to burn a couple of checks, including Cunningham and Irwin. Irwin started the day off on the wrong foot by burning the very first check and dropping two points. "I just wasn't thinking," said Irwin. "I burned the check by two seconds, because my mileage was off by a 10th." Cunningham waited until the third check to arrive too hot, while Hallman-sponsored Howell did Irwin and Cunningham one better by burning both the first and second checks and dropping four points.

"If I would've been in the hunt for the overall, I might've protested the check," said Cunningham, "because I came into the check and I was actually late. I had problems when I got stuck on a hill and was running almost a minute late. Then I got to the top of the hill, went down the other side, then went up a real fast uphill; got to the top of that and checked my time, and I was still about 48 seconds late. Then I dropped into a real steep ravine; wheeled into the check, and they had me two minutes early. I said, 'that's not right,' and the lady at the check goes 'oh' and flipped the card right in the middle of the minute. They were all kind of goofed up, and I said, 'it's still not right.' So they just kind of looked up in the sky . . . so it really didn't matter because I didn't have to win anyway."

Riding a Kawasaki KDX200, Garner Palenske wound up taking first in the 200cc A class and 16th overall.

Basically the first two loops went fairly smoothly for the most of the riders, especially for Fredette (Hallman Racing) and Mesecher. After zeroing the first loop, Fredette and Mesecher were tied for the lead, both one second off the tie-breaker. Then followed Palenske five seconds down and Bertram with a six.

Loop two saw only two top contenders drop any points. Both Hawkins and Spiva lost a minute at check two, while Bertram, Fredette, Mesecher, Palenske, Irwin and many riders zeroed the loop. Palenske, however, came close to losing a point at the first tie-breaker check, which probably cost him second overall. "Right after the start of the second loop," said Palenske, "I got lost and reached the check 55 seconds into my minute."

It was the third loop that was the turning point of the race. The loop started off with a 15-mile section that ran riders down and up extremely rocky hills. It was here that Cunningham called it quits after he crashed. "Everything was going pretty good," said Cunningham, "but I only made it about a mile and a half into the third loop. They had a real rocky ravine, and my front brake was real touchy on my bike; I just stooped down over the rocks and I wanted to make a sharp cutback over a rut. I just touched my brake and my front wheel nosed right into a rock at the same time, and the bike just went right on over. It smashed the throttle, bent the handlebars down to the gas tank and bent my front rotor a little bit." After the crash, Cunningham headed back to the pits and sat out the rest of the enduro.

It was also in this section where Fredette lost his chance for the overall. "I bailed twice really good," said Fredette, "and I lost 10 points at the first check. I fell off in this one section and my hand didn't work too good after that. It swelled up and was really sore. The second crash (the one he injured his hand) was a good one. I was coming down this rocky hill; it was one of those fields that was nothing but boulders, and I was doing real good, then all of a sudden the bike just went sideways. It suddenly was gone and I just slid down on my hands.

"The first two loops were a lot of fun; but after I crashed a couple of times in the third loop, I was pretty pissed," said Fredette. "Then they ran us down a stupid creek thing that was nothing but boulders. I mean the guy who layed out the course must have a tin can for a motorcycle — nobody can ride down that thing without wadding their bike. I got about halfway down and my bike started getting bounced from rock to rock; a couple times it went down the hill upside down. It was fun I guess — for out here."

"Those first 15 miles of the third loop were the toughest of the whole enduro," said Bertram. "I lost six points in this section. It was real rocky and had a high speed average, so it was just tough to stay on schedule. There was one check during the loop that I burned and so did everyone else. I think they might throw it out, because everyone that I know that was around me burned it and was 3/10th off.

"Basically, I thought it was a pretty easy enduro for a National," said Bertram. "They had that one section in the third loop that lasted for 15 miles, but after that they had a section that had a 18 mph speed average, so we just putted for a long time. Then they ran us in a 42 mph section that was only four or five miles long and that was the only other place in the third loop that we dropped any points."

Hawkins, who's never really ridden a desert enduro before and dropped 15 points in the third loop said, "Being the first time out here in the desert, it's definitely different. I really don't know what to think of it. I've never ridden on the moon, but this has to be like riding on the moon or something. It sure is different. I would've liked to have seen some water at the resets, because my throat got pretty dry out there. The only real problem I had in the third loop was the check we all burned. I was a full minute off in the 18 mph section, and I guess I just went a little slow where Dave and those guys gassed it up. I had a little problem with dust, especially in this one long section. I caught some guys ahead of me on bigger bikes in this sandwash or little dune-thing section with all the whoops in 'em, and they just outmotored me down through there. As soon as I would get close to them, they would just dust me out. I'm just happy I finished out here."

"I also burned the same check everybody else did in the third loop," said Irwin, "I haven't burned two checks in about two years, and I did 'em both in one day. It was kind of an easy enduro, but the first 15 miles of the third loop was real good. It was so rocky going down some of those ravines; there were a lot of close calls. Sometimes it got pretty scary, because you were riding on the edge."

"I would've rather have come out here to have fun rather than race," said Cunningham afterwards. "But it was okay, because I knew it would get tough at the end. I just don't like the high speed averages just to get a guy late. They've got enough rocks, downhills, uphills and moguls that they could run a whole race at 24 mph and still lose points. They don't have to run this 42 and 36 mph stuff. But I had a lot of fun.

Top B rider at the end of the event was Honda-mounted Davy Jones, who dropped a total of 21 points, edging Yamaha rider Mark Denning by three. Riding a Suzuki RM250, Larry Mack finished third in the 250cc B class.

Other B class winners include Chris Jonnum (Honda, Open, 38), Mike Colvin (Kawasaki, 200cc, 52), Neil Eggensperber (Husky, Vet, 32), Art Jensen (Suzuki, Sr. Vet, 75) and Dave Vogel (Honda, Four-Stroke, 34). Dana Bell, riding a Yamaha, topped the Women's class with 84 points dropped.

Vet rider Gary Beck and his KTM topped all the C riders by zeroing the course and losing just one second on the tie-breaker.

Jeff Fredette was in contention for the overall win after the first two loops but two crashes during the third loop ended his hopes.

Results

OVERALL: 1. Dave Bertram (Hus); 2. Robert Mesecher (KTM); 3. Grant Palanske (Hon); 4. Jeff Irwin (Hus); 5. Jeff Russell (Hus); 6. Lowell Spiva (Hon); 7. Rick Daniel (Hus); 8. Randy Hawkins (Hus); 9. John Blythe (Hon); 10. Jeff Fredette (Kaw); 11. Davy Jones (Hon); 12. Chip Howell (Hus); 13. Jack Simmerman (Yam); 14. Troy Raynor (Hon); 15. Dan Worley (Hus); 16. Garner Palenske (Kaw); 17. Mark Denning (Yam); 18. Mark Cook (Hon); 19. Bill Keese (MST); 20. Steve Williams (Yam).

AA: 1. Dave Bertram (Hus); 2. Jeff Irwin (Hus); 3. Jeff Russell (Hus); 4. Randy Hawkins (Hus); 5. Jeff Fredette (Kaw).

OPEN A: 1. Rick Daniel (Hus); 2. Chip Howell (Hus); 3. Jack Simmerman (Yam).

250 A: 1. Robert Mesecher (KTM); 2. Grant Palenske (Hon); 3. John Blythe (Hon).

200 A: 1. Garner Palenske (Kaw); 2. Donnie Simone (Kaw); 3. Robert Bush (Kaw).

4-STRK A: 1. Troy Raynor (Hon); 2. Larry Sebastian (Hon); 3. Jim Towsend (Hon).

VET A: 1. Lowell Spiva (Hon); 2. Mark Cook (Hon); 3. David Babroff (Hus).

SR A: 1. David Sweeney (Hus); 2. Harry Kerst (C-A); 3. Roger Touberux (KTM).

SUP SR A: 1. Ron Fry (Hon); 2. Bill Fullmer (Hon); 3. Bill Hutton (Hus).

OPEN B: 1. Chris Jonnum (Hon); 2. Mark Anderson (Yam); 3. Garry Manfield (KTM).

250 B: 1. Davy Jones (Hon); 2. Mark Denning (Yam); 3. Larry Mack (Suz).

200 B: 1. Mike Colvin (Kaw); 2. Ronald Hurt (Kaw); 3. Doug Veirs (Kaw).

4-STRK: 1. Dave Vogel (Hon); 2. Tom Deen (Hus); 3. Mark Getzfrop (Hon).

VET B: 1. Neil Eggensperber (Hus); 2. Geoff Niles (Hus); 3. Joe Simmerman (Yam).

SR VET B: 1. Art Jensen (Suz); 2. Jeff Nolke (Hon); 3. Rick Claypoole (Hon).

WOMEN B: 1. Dana Bell (Yam).

OPEN C: 1. Tim Shvltz (Yam); 2. Joseph Tabush (Yam); 3. George Penninston (Yam).

250 C: 1. Larry Mason (KTM); 2. Gary Meeker (KTM); 3. William Dennis (Kaw).

200 C: 1. Terry Sterrett (KTM); 2. J.K. Ledford; 3. Eric Vonhjovore (Yam).

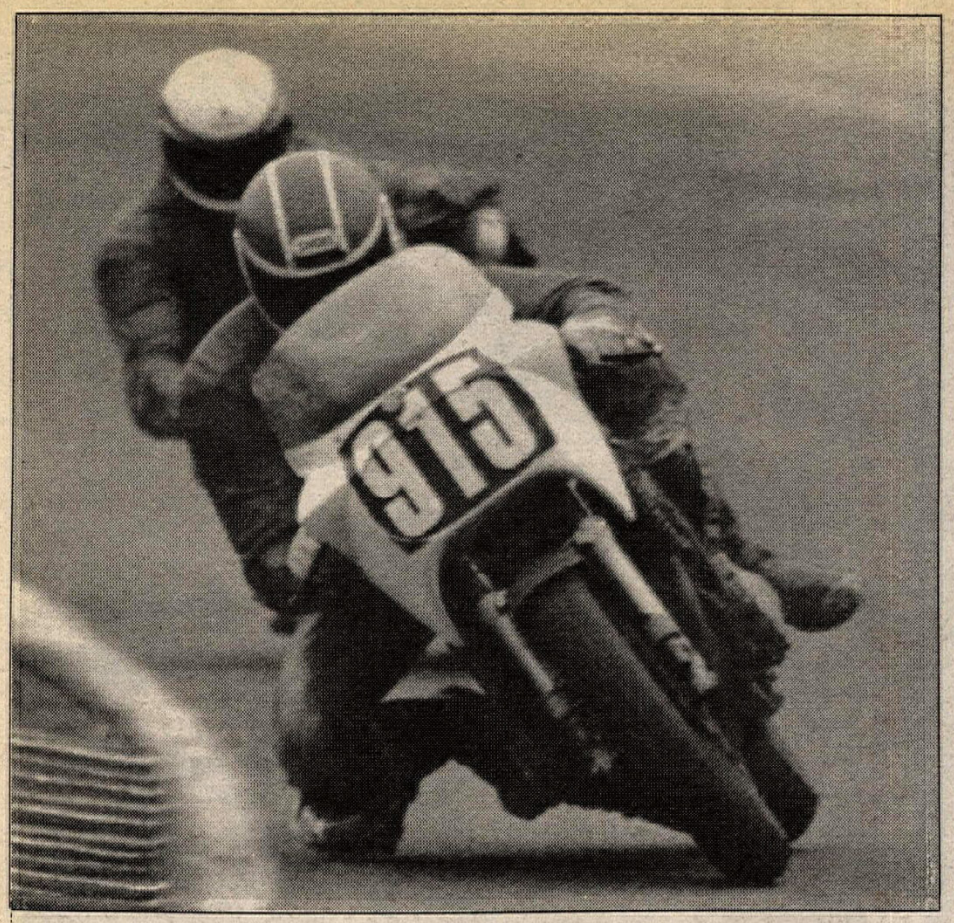
4-STRK C: 1. Allen Spangler (Hon); 2. Rob Sheaffer (Hus); 3. Charlie Garrett (Hon).

VET C: 1. Gary Beck (KTM); 2. Ronald Nunnally (Yam); 3. Craig Armbruster.

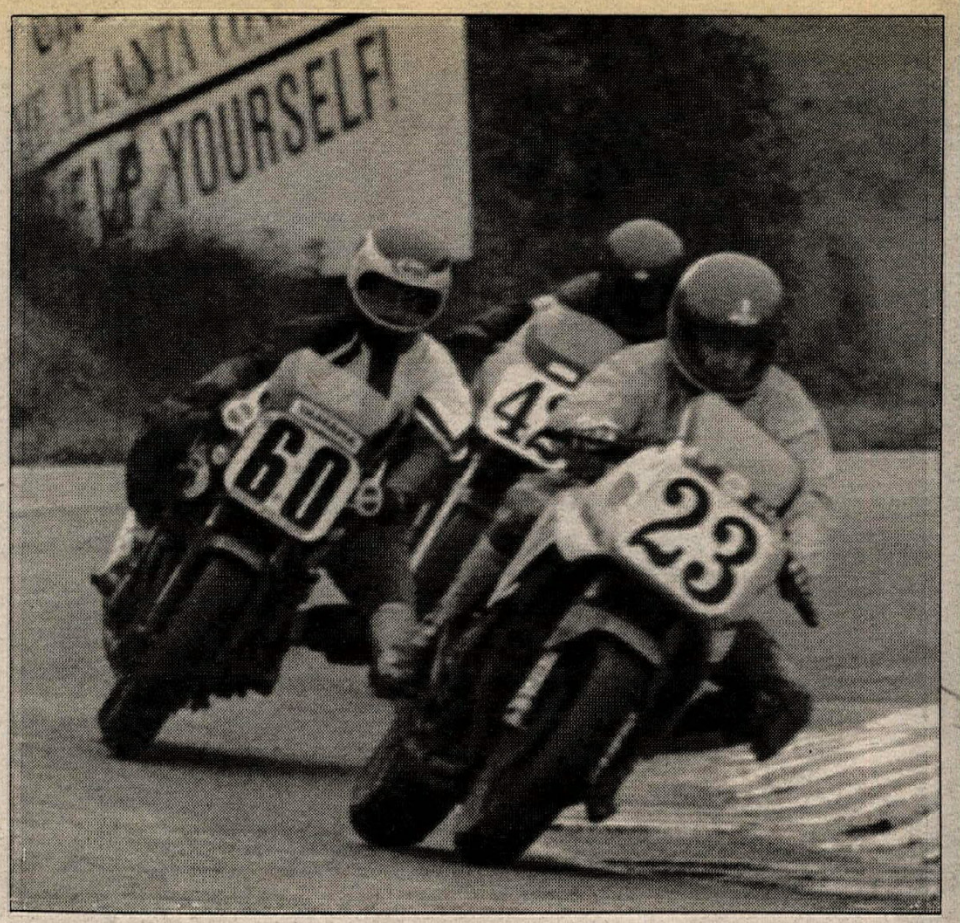
SR C: 1. Robert Williams (Hus); 2. jeffrey Fort (Yam); 3. Colin Smith (Yam).

SUP SR C: 1. Joe Capucci (Kaw).

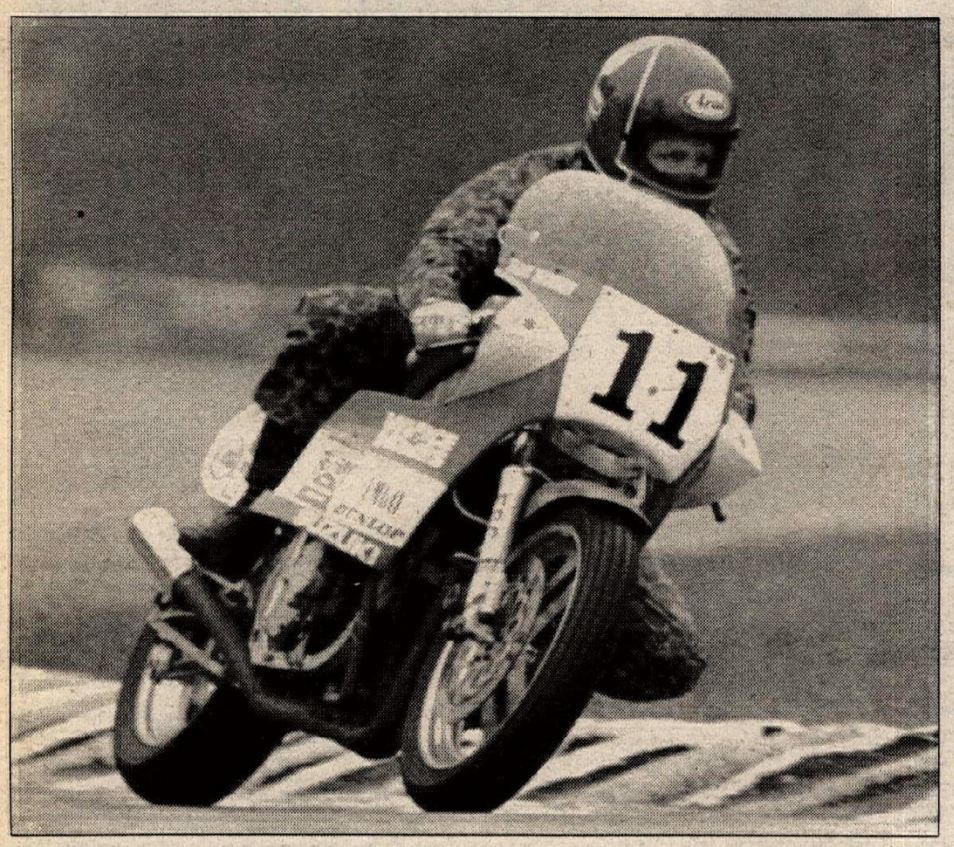
WOMEN C: 1. Lori Bortree (Suz); 2. Glenda Jackson (Hon); 3. Anne Crawshaw (Hon).



High Tech Racing won its first endurance race in the final round of the series at Road Atlanta after completing 188 laps.



M&M Racing (23) leads The Human Race Team (60); M&M won the Heavyweight Production and Human won the Middleweight Superbike class.



Doug Toland and Peter Carroll rode a conservative race for Team Hammer, but their 13th place finish was enough to win the championship.

WERA/EBC Brakes National Endurance Championship: Final round

High Tech wins, Team Hammer crowned

By Larry Lawrence
BRASELTON, GA, NOV. 7

High Tech Racing rode their Suzuki GSXR-1100 to their first ever victory today at the final round of the series at Road Atlanta. High Tech's Larry Jeurink, Scott Breeden and Fritz Kling took over the lead in the third hour and never looked back as they went on to finish the race with 188 laps.

Doug Gere, Ken Davis and Chuck Magrusson finished second, two laps behind, on the Tour De Force Yamaha FZ750. Team Hammer played it safe to win their third National title and finished 13th overall. Hammer needed only to run a little over four hours to assure the championship, so the team's strategy was to run conservatively, not make any mistakes and go away with the title.

Team Hammer still wanted the publicity of a National win so they ran a second team consisting of team regular Dave Sadowski, Scott Gray and Mike Harth. Team Hammer II ran strong, leading the first hour, before a string of mechanical failures slowed the team. A later crash by Harth finally put them out for the day.

The race began with 70 teams lining up under a light drizzle. Many of the teams were formed to give riders in the upcoming GSXR and Honda Interceptor Series races a chance to get track time before Sunday's sprint races.

Team Hammer's Doug Toland jumped off the line first to take the early lead. Solmax Racing's Yamaha FZ750 blew a motor on the first lap knocking the team out of contention.

Solmax was one of the teams that had a mathematical chance to win the series coming into Road Atlanta. The Human Race Team and Darotune/Racing Ottawa were the other teams that still had an opportunity to end up with the title if Team Hammer faltered.

Doug Polen started the race in the second of three waves on the Brisa Racing GSXR1100. Polen began slicing through the field and by the third lap moved up to pass Toland for the lead. Polen had never raced at Road Atlanta and only managed to get in six laps of practice in the morning session.

Kevin Rentzell was racing well in the rain as he had the Jam-Ups Racing FZ600 as high as second in the first hour. Rentzell's brother Bob wasn't having such great luck though. In the early going, Rentzell went high out of turn five and got into the slippery red clay, gassed the Jam-Up II FZ600 a little too much and went down. Luckily the damage on the machine was repairable and Jam-Up II reentered the race to eventually finish 30th overall.

Sadowski started moving up through the field on the Team Hammer II machine from his dead last start off the line. Forty minutes into the race Sadowski could see Polen on the long back straight, and six laps later Sadowski caught and passed Polen to take the lead. Sadowski's machine was shod with racing rain tires while Polen was on Michelin Hi-Sports. The advantage was obvious through the turns. Sadowski would come in fast, flick the Hammer II Suzuki over and take a smooth, quick line through the turn. Polen, on the other hand, was slipping and sliding from turn to turn trying to keep pace with Sadowski.

At the end of the first hour Team Hammer II held the lead with 33 laps. Brisa Racing was second followed by Jam-Ups, Out & Out Racing, Hickock Racing, Team Boulder, High Tech, Free Bud Racing, Ramsay Racing and Team Samurai.

Sadowski pitted at the 1:03 mark and Gray took over. As Gray exited the pits Polen passed to regain the lead. Hammer II retook the lead when Polen pitted shortly afterwards.

Jam Up's drive was ended when the team's Yamaha FZ600 blew an engine just after the hour mark.

Meanwhile, Solmax Racing's crew was working frantically to get the team's FZ750 back on the track. In a little over an hour, they swapped engines and the team was back on the track, but way behind. It was a bitter disappointment for the team who had a chance to win the series.

Ironically, Solmax had blown up their motor one other time this year at this same track.

"I've done all the crying I'm going to do," said a dejected Cindy Bowen of Solmax. "When something like this happens there is nothing you can do but try to get back in and at least try to get some points."

Gray continued to lead on Hammer II going into the second hour. It looked as if the team strategy was working perfectly. Hammer's number one team would ride easy to gather championship points while Hammer II would grab the spotlight by winning.

The perfect plan came to an end for Hammer, however, when Gray didn't come around at the one hour, 30-minute mark. It was at first thought

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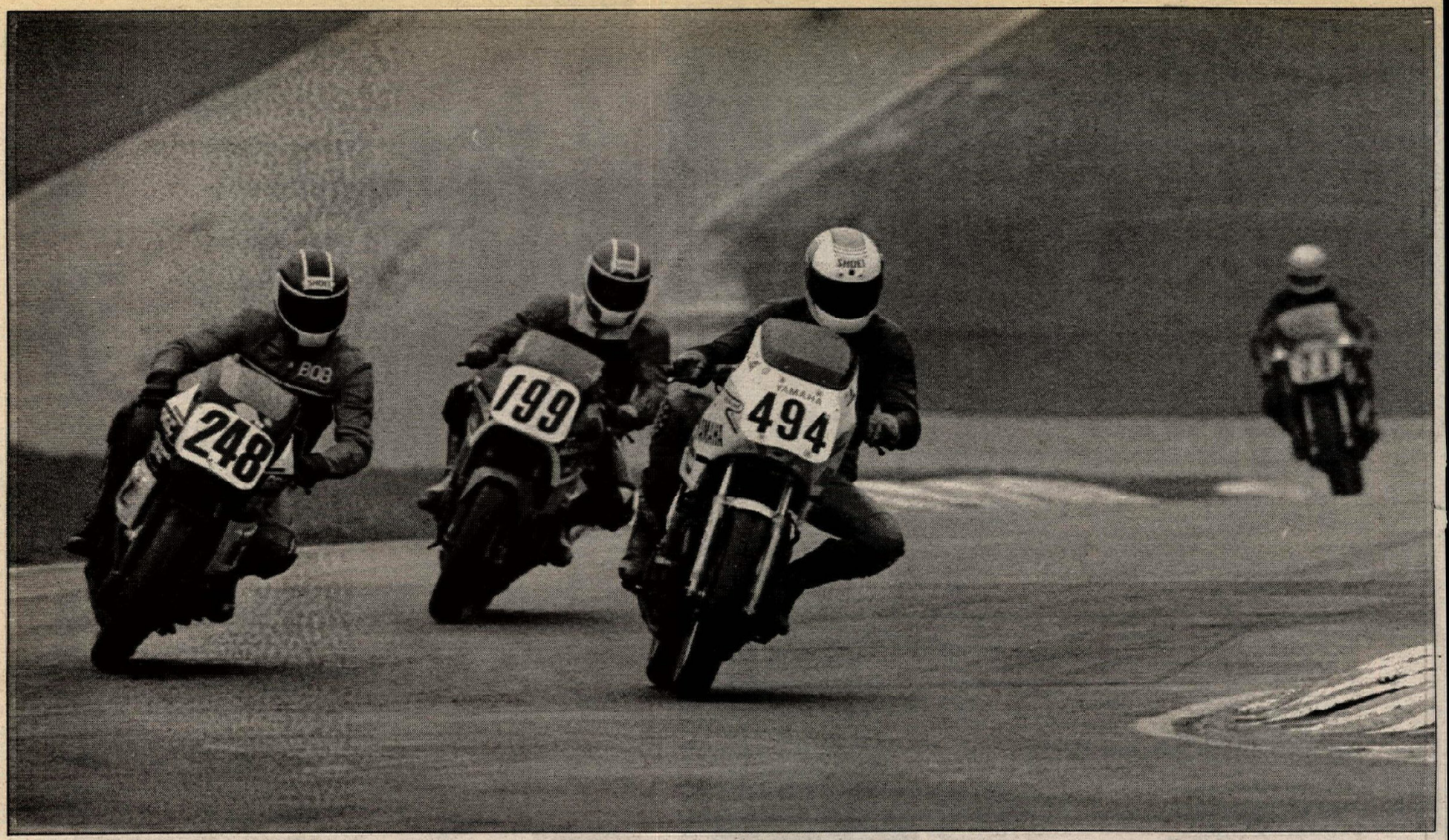
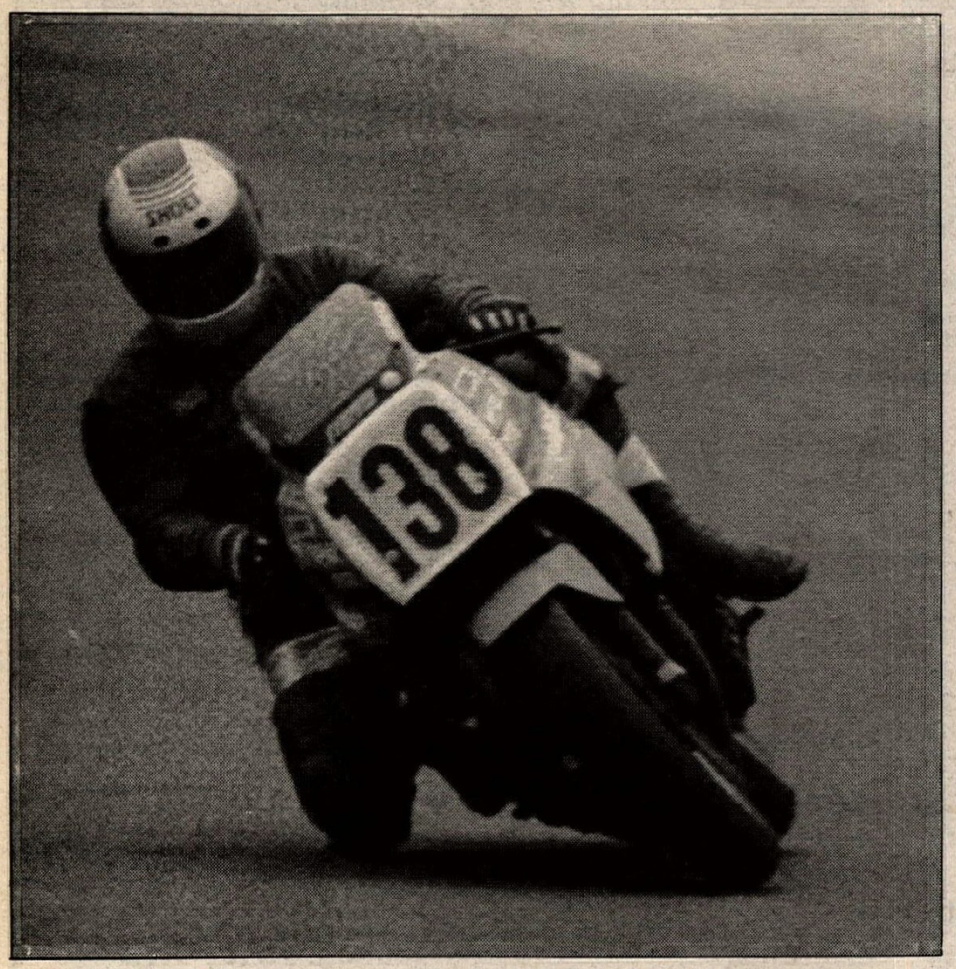


Rockwood Racing (494) does battle with Jam Up Racing II (248) and Ramsay Racing (199); Rockwood won the Middleweight Production class.



Tour De Force finished second behind High Tech racing in the overall results after circulating Road Atlanta 186 times in six hours.

that Gray had crashed, but within minutes the bike was brought to the pits undamaged.

"The problem was the main ignition wire," Sadowski said. The wire was replaced and Harth charged back out on the track. The team had lost a lot of time and when Harth rolled back into the pits with the axle nut sticking halfway out, the chances for a Team Hammer win were gone.

By the end of the second hour Ottis Lance had the Brisa Racing GSXR-1100 back into the lead while Out & Out Racing was doing a tremendous job riding the team's FZ600 into second place. High Tech Racing continued their charge and were up into third by the second hour. Toland and Peter Carroll were riding very conservatively as planned and Team Hammer held down ninth place, four laps down from the leaders at the end of the second hour.

By the halfway point in the second race, High Tech had taken over the lead. Lance had turned the Brisa Racing bike over to their third and fourth riders who rode considerably slower lap times, dropping the team from the leader board.

Out & Out Racing had dropped out of the race while the Human Race Team made a big jump from eighth to second in the third hour of racing.

Cycle Speed Racing's FZ750 started leaking oil in the fourth hour causing the team to lose 20 minutes repairing the bike. Fellow Canadians Darotune Racing and Team Intrepid fared much better and were running second and third at the end of four hourse while High Tech continued to lead.

The Human Race Team and Tour De Force were right on pace and were both running only seconds behind third place Team Intrepid.

Dan Witman and crew kept the pressure on High Tech Racing going into the fifth hour. The track surface had long since been dry and the lap times were falling with some teams in the 1:38 - 1:39 range.

A battle was raging between the Tour De Force FZ750 and the Human Race Team's FZ600. At the end of the fifth hour, Tour De Force was winning that battle while moving up into third just behind Darotune.

A red flag came out with a little over an hour to go. A couple of bikes had gone down in turn seven, leaving oil on the racing surface.

The teams were quickly regridded in the order that they had started in the morning.

At the restart, Polen was back on the Brisa Racing entry which was now seven laps out of first place. Polen and Hammer's Toland hooked up for a great battle. Even though the overall win was out of reach for both riders, personal pride was at stake and both riders rode as hard as they could in the last hour.

Other tight races were being contested in the closing hour. Tour De Force and Darotune were locked into a last hour battle as was the Human Race Team and a hard-charging Team Racerback.

High Tech's Fritz Kling was oblivious to the battles going on behind him. His team had a solid lead and he wasn't about to get involved in any foolish close racing in the last hour. High Tech needed only to circulate the last hour to take their first endurance win.

As the checkered flag fell, it was High Tech by two laps over Tour De Force, who barely beat Darotune to the finish. Hammer meanwhile, crossed the line in 13th, but the championship was theirs. Bruce Hammer was on hand to join in the celebration. It was the team's third National Endurance title. Hammer also won a record eight races during the season.

Other class champions included M&M Racing, who finished eighth and took first in the Heavyweight Production class. Another Canadian team Darotune Racing won the Heavyweight Superbike title at Road Atlanta.

Out & Out Racing held on to beat Rockwood Racing for the Medium-weight Production class.

The Human Race Team, Royale Racing and National's Fiberglass also won class championships at Road Atlanta.

High Tech's Larry Jeurink thanked sponsors Reliable Cycle, Greg Couser, Phoenix Racing and Walt Schaefer for their help throughout the year.

Results

OVERALL: 1. High Tech Racing (Yam); 2. Tour De Force (Yam); 3. Darotune (Yam); 4. The Human Race Team (Yam); 5. Team Racerback (Kaw); 6. Free Bud (Yam); 7. Team Samurai (Kaw); 8. M&M Racing (Yam); 9. Speed Boys (Yam); 10. Pure Sport Racing (Hon); 11. Team Boulder (Suz); 12. Team Intrepid (Yam); 13. Team Hammer (Suz); 14. Brisa Racing (Suz); 15. Blu By U Racing (Suz); 16. Rockwood Racing (Yam); 17. byosaRbou

HVYWT SUPBK: 1. High Tech Racing (Yam); 2. Tour De Force (Yam); 3. Darotune (Yam); 4. Free Bud (Yam); 5. Speed Boys (Yam); 6. Pure Sport Racing (Hon); 7. Blu By U Racing (Suz); 8. Reflected Light (Yam).

MEDWT SUPBK: 1. The Human Race Team (Yam); 2. Team Racerback (Kaw); 3. Team Samurai (Kaw); 4. House of Wheels (Yam); 5. Team Uno II (Yam).

HVYWT PROD: 1. M&M Racing (Yam); 2. Team Boulder (Suz); 3. Team Intrepid (Yam); 4. Brisa Racing (Suz); 5. Ramsay Racing (Hon).

MEDLWT PROD: 1. Rockwood Racing (Yam); 2. Dreyer Racing (Yam); 3. Out & Out Racing (Yam); 4. S.A.W.B. II (Yam); 5. Dynamic Graphics (Yam).

LHTWT PROD: 1. Royale Racing (Yam); 2. Team Widman (Suz); 3. Now or Never Racing (Yam).

LHTWT SUPBK: 1. Team Ted (Hon); 2. Randy Racing (Yam); 3. National's Fiberglass (Suz).

November 19, 1986 CYCLE NEWS

"The best thing about *DIRT RIDER* is the objectivity of the road tests and the fact that you can use them later for reference."

—Bob Maynard

Name: Bob Maynard

Occupation: President, Hallman Racing USA

Company Description: "We primarily manufacture motocross apparel and safety-related equipment, which we distribute worldwide."

Riding history: "I was playing college football when the local Honda dealer came down with four dirt bikes and wanted to take a picture of the starting backfield sitting on them. I had never been on a motorcycle. They showed me how to start it and I ran around the practice field. I needed a job to get through school, so I said to the dealer, 'Why don't you let me sell these things for you?' I finished my education and taught one semester of biology, but I was making more money on weekends selling motorcycles. My boss asked me to manage one of his Honda dealerships and I've never been back in the classroom. When I quit playing football I got into racing. I rode the first Baja 1000 in 1969 on a motorcycle and have also raced it in cars, winning my class several times with both vehicles. It was while racing that I met my partner, Torsten Hallman, a four-time World Champion."

Magazine: "The best thing about *DIRT RIDER* is the objectivity of the road tests and the fact that you can use them later for reference. You can go back and compare the performance of different machines and have something statistical to look at instead of just a quote saying, 'Hey, that bike handles so great!' You can refer back to the weight, the suspension travel or the torque and horsepower curves, and that's unlike all the other magazines, which just give you some rider's opinion. *DIRT RIDER* is much more objective in that respect."

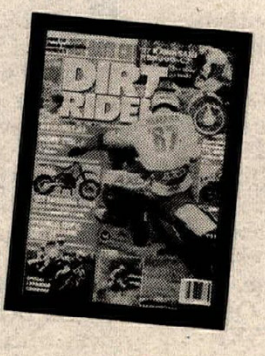


PHOTO BY DAVEY COOMBS

Saturday night's winner Dickie Bellora cuts to the inside of Brian Carroll (8) and Tim Coombs at Richmond.

Richmond Arenacross goes three ways

By Davey Coombs

RICHMOND, VA, OCT. 31-NOV. 2

The Richmond Coliseum hosted World Sports/AMA/USHRA Arenacross action over the Halloween weekend and Honda-mounted Fred Andrews and Kawasaki's Mike Jones thrilled the Virginia crowd with some knock-down, drag-out racing. Dickie Bellora also joined in on the trick-or-treat fun, pulling off a Saturday night shocker win for his first victory of the hotly contested series.

Points were precious in Richmond as the 1986 series winds down to a mid-November finale in New York City. The top 10 riders in the final series standings will be treated to a week-long cruise to the Bahamas in December where the World Sports banquet will take place. Going into the Halloween meet, just 20 points separated the fourth through 13th place riders.

Mike Jones was an early threat in the series with a win in the fifth round in Chicago, and the Gear Racewear riders showed up again in the winner's circle with a win in the Friday night opener. Jones gated first ahead of Emery Anden, New Jersey's latest rage Brian Carroll, and O'Neal's Brian Stanley. Left lying in turn one were Brett Salander and series points leader Mike Bias.

Two laps into the race Jones looked over his shoulder to check Anden's pace, only to see Freddie Andrews blow by for second. Andrews has been on an Arenacross hot streak this fall with three final wins to date, strong passing being his ticket to success in the rough-and-tumble series. But Jones immediately picked up the pace out front, and it took Andrews another four laps to gather the lead. A corner later Andrews was trapped under his Honda after the front end washed out in a lefthanded sweeper. Jones was handed the lead and held off Anden and Stanley for the win. Yamaha-mounted Barry Carsten, the number four points man, took fourth with Carroll fifth.

Bellora's Saturday night win came after a race-long war with Salander. Each gated well then pushed to the top two positions where they began playing for keeps. A couple of banzai passes by Salander midway through came up short, and Bellora eventually slipped away for the win. The action in midpack was even more intense as Andrews and Jones again found themselves tagging one another in the corners. Answer-backed Andrews kept the pressure on the Kawasaki, pushing Jones to Salander's rear fender by race end, but time ran out for both. The ever-consistent Carsten crossed the flag fifth.

Andrews knew going into Sunday's finale that it would be his last chance to better Jones and pick up points on the slumping Bias, but a first turn mishap stranded him in seventh.

Stanley, due for a win, grabbed the early lead, but before he could start making waves he dropped the Honda on a super-slick sweeper and remounted in 11th. With Andrews in traffic and Stanley down, Jones seemed to already have the win in the bag, but no one told Andrews. He practically annihilated spots six through two as he jammed into second on the third go-around. He then attached himself to the leading Kawasaki's rear wheel and began looking for a weakness.

As the race wore down Andrews put the search-for-a-weakness strategy on the back burner and began going all out in every corner, at times climbing up Jones' leg as the leader would shut the door. With two laps to go Andrews slammed hard into Jones' left flank and finally got by.

But like the Friday final it wasn't over yet. When Andrews crested the doubles for the white flag he found the lapped Salander sitting in the middle of the track and Andrews was forced to the sidelines. Jones kept his ride tight and snuck into the lead. But Andrews wasn't through yet. He held the banner-wrapped Honda steady and charged right back into the fray, inches behind Jones. When they hit the final turn Andrews again blew to the inside and shoved Jones to the track perimeter.

Andrews acknowledged the cheering crowd with a no-hander as he crossed the finish line doubles. Jones maintained second with Kentucky's Billy Abel, Honda-mounted Tim Coombs, and Ohio's Scott Watkins rounding out the top five. •

Results

FRIDAY: 1. Michael Jones (Kaw); 2. Emery Anden (Hon); 3. Brian Stanley (Hon); 4. David Hand (Hon); 5. Barry Carsten (Yam); 6. Brian Carroll (Kaw); 7. Fred Andrews (Hon); 8. Mike Bias (Hon); 9. Tim Coombs (Hon); 10. Richard Bellora (Kaw).

SATURDAY: 1. Richard Bellora (Kaw); 2. Brett Salander (Kaw); 3. Michael Jones (Kaw); 4. Fred Andrew (Hon); 5. Barry Carsten (Yam); 6. Mike Bias (Hon); 7. David Hand (Hon); 8. Emery Anden (Hon); 9. Brian Carroll (Kaw); 10. Brian Stanley (Hon).

SUNDAY AFT: 1. Fred Andrew (Hon); 2. Michael Jones (Kaw); 3. Billy Abel (Hon); 4. Tim Coombs (Hon); 5. Scott Watkins (Yam); 6. Emery Anden (Hon); 7. Brian Carroll (Kaw); 8. Brian Stanley (Hon); 9. David Hand (Hon); 10. Mike Bias (Hon).

Dennis Noyes crosses the line at the end of the 24 Hours of Montjuic.

American wins Spanish Endurance Championship

BARCELONA, SPAIN, OCT. 24-25

Dennis Noyes, 43, of Hoopeston, Illinois, became the first American ever to win a Spanish National Championship motorcycle racing title when he and teammate Fernando Prous, 37, of Reus, Tarragona, rode their private Yamaha FZ750 to fifth place in the 24 Hours of Montjuic.

There was a sweet touch of revenge in the title for expatriate Noyes who was dropped as a team rider by Ducati at the end of 1983 after he had finished second in the Spanish Formula One Championship on a Ducati 750 Verlicchi.

Noyes and Prous edged out Ducati's Benjamin Grau, 20-time Spanish champion, by just three points and the manufacturer's title went to Ducati by a narrow margin.

After winning the 1,000 Kilometers of Jeredz de la Frontera and finishing third in the Six Hours of Calafat, Noyes and Prous needed to be the third Spanish team to finish in Barcelona if Grau won the race. Jose Maria Pardo, also a leading rival for the championship, was eliminated early Sunday morning when his teammate Domingo Parés was killed instantly when his Suzuki crashed with an identical machine ridden by Toni Boronat. Boronat is recovering.

The race was won for the seventh time and for the fourth time in a row by Grau who teamed this year with Spanish GP stars Juan Garriga and

Carlos Cardus. The Ducati 850cc prototype won by 16 laps over the Swiss Honda of Kellen-Monsch-Loser, by 19 laps over the Yamaha of Gonzales de Nicolas-Morante-Rodriguez and the fourth place machine, four laps back of third, was the Honda of the Dutchmen Pajic and Vaerenbengh who teamed with Spaniard Quique de Juan.

The battle to decide the title was for fifth place between the Noyes-Prous-Taberna Yamaha and the Ducati of Bulto-Lasheras-Martenell.

"From six in the morning until the finish Sunday evening we were working to beat the second Ducati. It took until noon to get onto the same lap, but we had a slow pit stop when Gustavo Taberna, our third rider, locked the front brakes and fell off in the pits. We were six minutes changing tires, brake pads, and a foot rest. The Ducati also pitted for tires and fuel, so we found ourselves again a lap and a half back with five and a half hours to go. We had to do it all over again," said Noyes.

The Noyes Yamaha had been without a rear brake since the fifth hour of the race when the right side footrest bracket broke.

With an hour and a half to go the two machines were once again on the same lap. When the pace car was called out to set the pace under the yellow light because of an accident, Prous was able to come onto level terms with Martinell.

When the green flag came out again Prous began to pull out an advantage over Martinell. Both riders were scheduled to ride through to the end of the race, but while the Ducati would have enough fuel, the Yamaha would need another five liters to run the last quarter hour.

The Ducati-Pielsa team stopped Martinell and substituted their fastest rider, Ignacio Bulto, son of the founder of the Bultaco factory. The pit stop took only seven seconds.

To counter this move the Yamaha stopped and Noyes went out to replace a tiring Prous. Five liters of gas were taken on and the stop was timed at 11 seconds.

The last 45 minutes was seen by 50,000 at the circuit and by millions watching on Spanish TV. At one point Bulto cut the lead to 30 seconds, but at the flag Noyes was in front by almost a minute.

A computer error threatened to ruin the day for Noyes and Prous, however, as the Ducati was listed fifth and the Yamaha sixth.

Ducati Spain was jubilant because this would have meant the riders title for Grau and the manufacturer's tile for Ducati Meccanica.

But in a fine show of sportsmanship Ignacio Bulto, whose Steve Wynn-prepared Ducati is not part of the works team, came forward to say that according to his lap charts the Yamaha had beaten him.

"We wanted that place and we went for it, but we didn't get it and we don't want to take advantage of a computer mistake," said the former Spanish motocross and trials champion.

A full check of the lap scoring took three hours, but confirmed that the Yamaha had come in a minute ahead of the Ducati and that Noyes and Prous were Spanish Endurance Racing Champions.

Noyes is road test editor for Spain's Solo Moto magazine and also covers the World Road Racing Championships both as a journalist and as occasional commentator for Spanish TV.

For 1987 he and Prous will defend their Spanish title with a Yamaha FZR1000, while Noyes hopes to ride the World Championships along with Englishman Ken Blake on a Yamaha FZX750. ●

Chris Agajanian's

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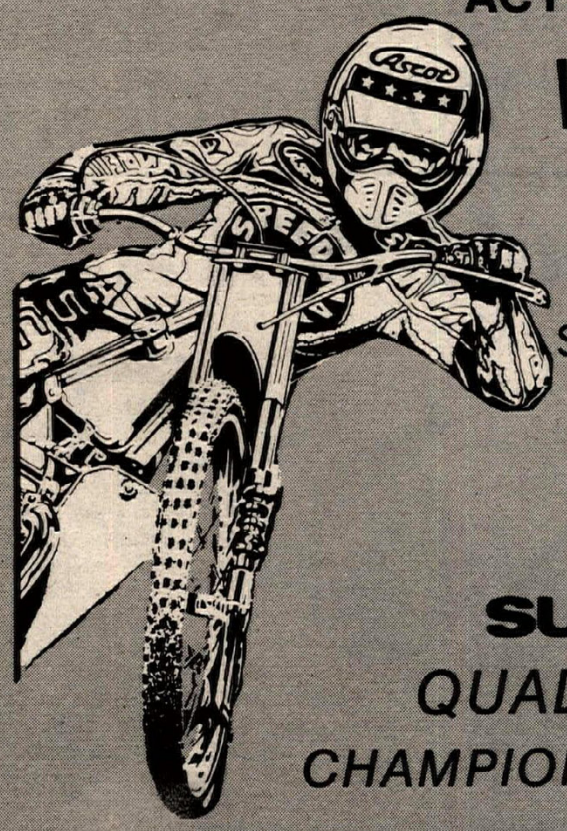

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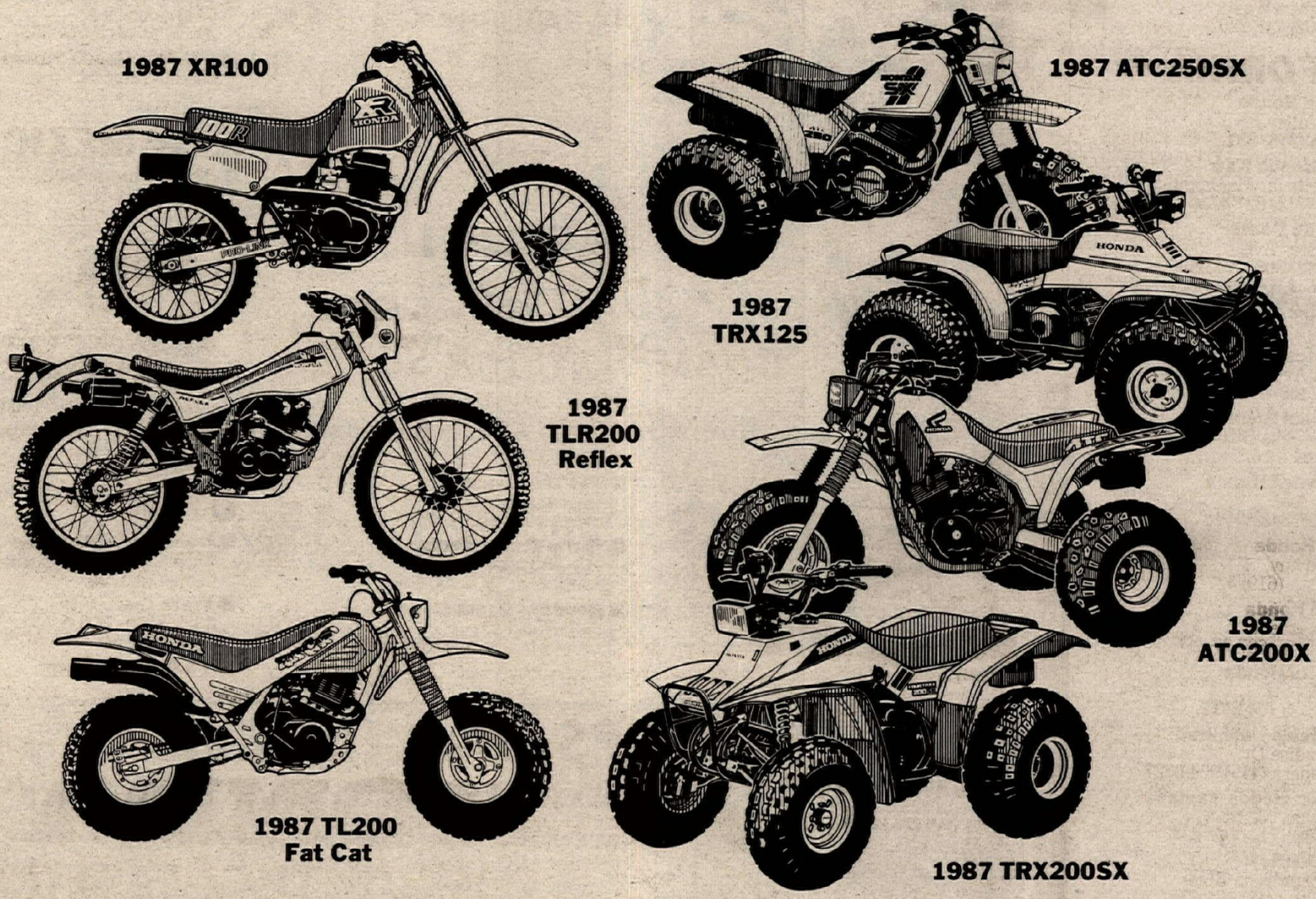

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- **Carmichael Honda**
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  Carmichael (916) 944-1318
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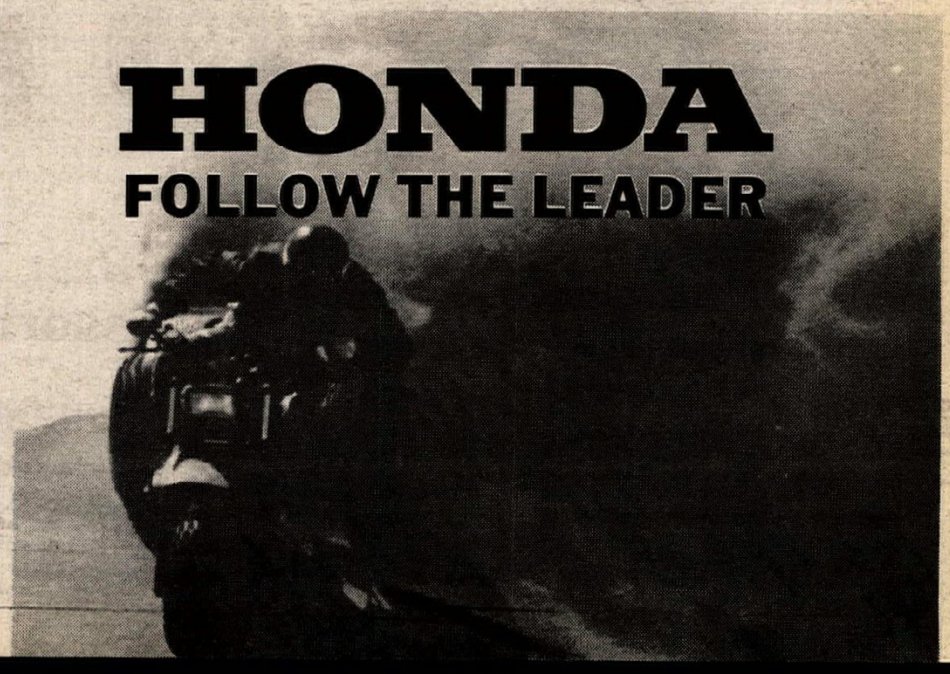

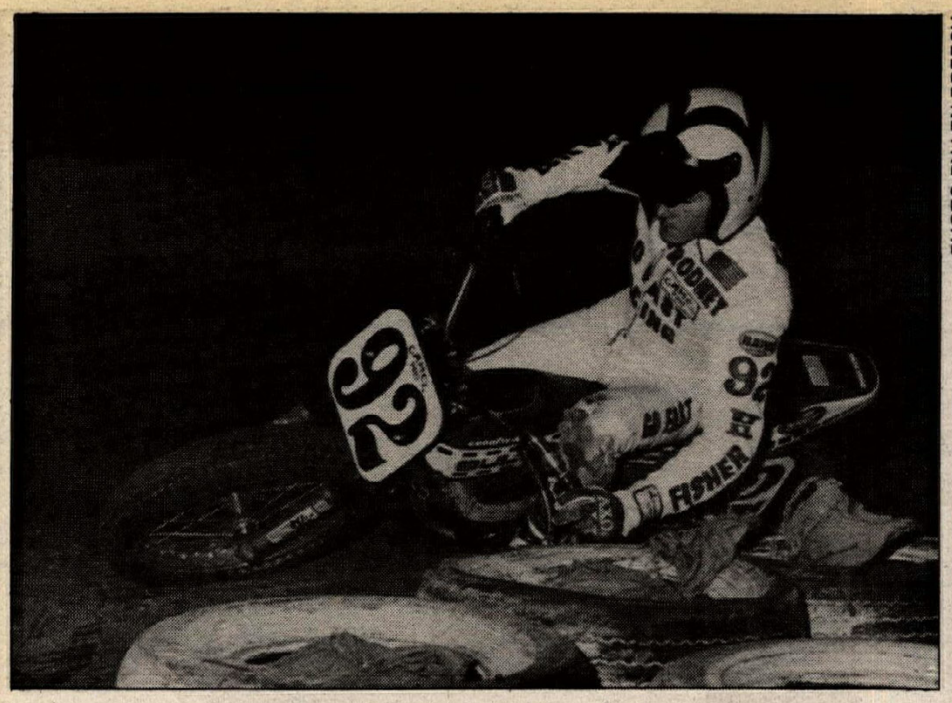

PHOTO BY LEN BREECH

Rodney Farris piloted his Gary Nixon-backed Bultaco to the victory in the 250cc Pro class at the indoor short track in Timonium, Maryland.

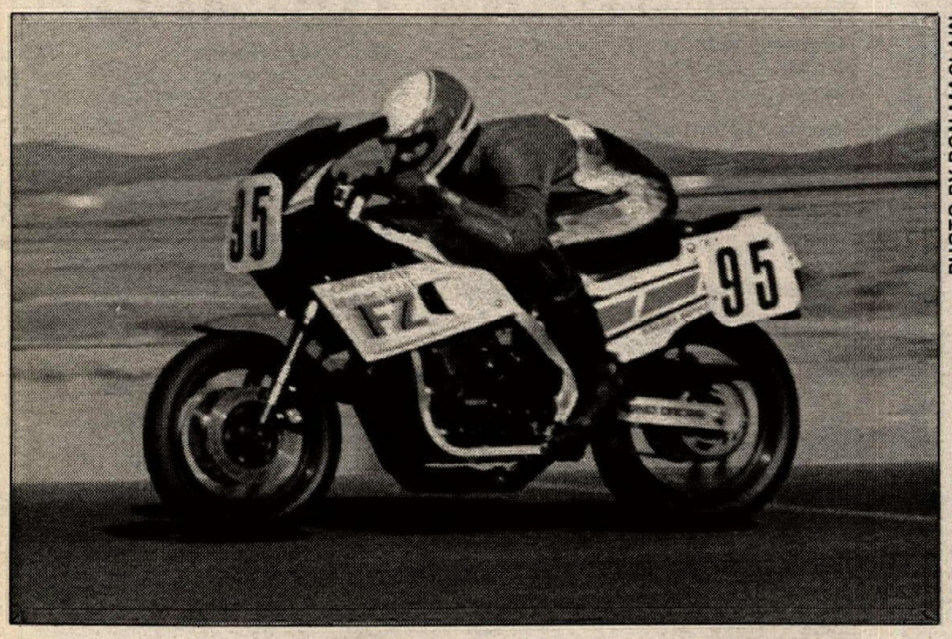

PHOTO BY RON MACLAIN

Michael Graves tucks in on his Yamaha FZ at Willow Springs. He wound up taking the 600cc Modified Production and 600cc Superstreet events.

Graves brothers dominate Willow Springs RR

By Ron MacLain

ROSAMOND, CA, NOV. 2

The Graves brothers, Chuck and Michael, logged seven wins between them in the 14-race program put on by the American Road Racing Association at Willow Springs Raceway.

ICRT Michelin/Christmans M.C.s/Cole Bros. Suz./Doctor Johns Frame Straightening-sponsored Chuck Graves won the Formula One, Open Stock Production, 750cc Modified Production, 750cc Superstreet and Formula Three classes; while his brother Michael was first in the 600cc Modified Production and 600cc Superstreet events.

Chuck Graves rolled his Suzuki to the starting grid in Formula One — the final event of the day — having breezed through his first four races. Squaring off against him was F-1 points leader Kenny Kopecky, who earlier had notched wins in the Open Modified Production and Open Superstreet races. Kopecky shot out of the hole for the early lead, but Graves got a good drive out of turn one and slipped into the lead exiting turn two. Graves extended his lead dramatically until the halfway point when Kopecky started to eat away at the lap time differential. Graves whipped his GSXR750 through the tight turns leaving Kopecky in his wake, while Kopecky's GSXR1100 gained through the fast sections.

On lap five Graves led by three seconds over Kopecky. By the white flag lap Kopecky had cut Graves lead to less than two seconds. The race ended too soon for Kopecky as Graves held on for his fifth win of the day, while Bob DeWitt took third place.

The competition was fierce in the 450cc Superstreet class, with Birgit Soyka grabbing the win after a race long duel that saw five different riders holding the lead at one time or another. Soyka and her ICRT Michelin/John Lassig Racing-sponsored Yamaha got away poorly at the start, but managed to jam her way into the lead by the end of lap two, only to be zapped back to third by Jim Martin and Tom Paris as they outbraked her into turn one to begin the third lap.

Martin managed to stay in front till Yamaha-mounted Paris stuffed him in the same turn to start the fourth lap. Martin regained the lead from Paris by going underneath him into turn three, while Soyka charged past Paris in turn four to take the second slot.

On lap five David Morris went by everyone coming down out of the turn four "Balcony" and led until Martin and Soyka powered by in turn nine.

Chuck Morton came from nowhere and passed all the front runners down the long straight to lead on lap six. Soyka took over on lap seven and appeared to be leaving the pack, but on the last lap Yamaha-mounted Morton railed through turn nine and closed to within a wheel length of victory, only to be denied by the tenacious lady rider from West Germany. Tom Paris held on for third place in what was arguably the greatest dice of the year in ARRA competition.

Results

F-1: 1. Chuck Graves (Suz); 2. Kenny Kopecky (Suz); 3. Bob DeWitt (Yam).
OPEN MOD PROD: 1. Kenny Kopecky (Kaw); 2. Chris Mallory (Suz); 3. Jean Meynet (Yam).
OPEN SS: 1. Kenny Kopecky (Kaw); 2. Chris Mallory (Suz); 3. Jean Meynet (Yam).
OPEN STK PROD: 1. Chuck Graves (Suz); 2. Chris Mallory (Suz); 3. Jean Meynet (Yam).
750 MOD PROD: 1. Chuck Graves (Suz); 2. Terry French (Suz); 3. Tom Kopp (Suz).
750 SS: 1. Chuck Graves (Suz); 2. Terry French (Suz); 3. John Geyer (Suz).
750 STK PROD: 1. Jim Martin (Suz); 2. Terry French (Suz); 3. Dave Clark (Suz).
600 MOD PROD: 1. Michael Graves (Yam); 2. Calvin Rayborn (Hon); 3. Ron Sharp (Yam).
600 SS: 1. Michael Graves (Yam); 2. Stuart Wilken (Yam); 3. David Morris (Yam).
600 STK PROD: 1. Michael McCormick (Yam); 2. Ron Sharp (Yam); 3. Calvin Rayborn (Hon).
450 MOD PROD 2-STRK: 1. Birgit Soyka (Yam); 2. Tom Paris (Yam); 3. Alan Fernandez (Yam).
450 MOD PROD 4-STRK: 1. Philip Smith (Hon); 2. Archie Slaven (Yam); 3. Rick Thompson (Suz).
450 SS: 1. Birgit Soyka (Yam); 2. Chuck Morton (Yam); 3. Tom Paris (Yam).
450 STK PROD 2-STRK: 1. Andre Fuehr (Yam); 2. Alan Fernandez (Yam); 3. Don Warren (Yam).
450 STK PROD 4-STRK: 1. Eric Liebscher (Suz); 2. Rich Doney (Suz); 3. Rick Thompson (Suz).
F-2: 1. Bob DeWitt (Yam); 2. Stuart Wilken (Yam); 3. Darren Fulce (Yam).
F-3: 1. Chuck Graves (Yam); 2. Robert Cobb (Hon); 3. Gregory Mastoras (Hon).
BOTT HVYWT: 1. Trevor Dunne (Duc); 2. Fred Eiker (Nor); 3. Earl Campbell (Duc).
BOTT LTWT: 1. Eric Ianson (Duc); 2. Mark McClain (Yam); 3. Rick Thompson (Suz).
600 SINGLE: 1. Philip Smith (Hon); 2. Archie Slaven (Yam); 3. Gary Patton (Yam).
305 SS: 1. Willie Sarzi (Kaw); 2. Scott Cleff (Kaw); 3. Paul Pecoraro (Kaw).
305 STK PROD: 1. Willie Sarzi (Kaw); 2. Scott Cleff (Kaw); 3. Jose Gomendio (Kaw).
NOV 601-OPEN: 1. Alex Randall (Suz); 2. Peter Christiansen (Suz); 3. Steve Erickson (Suz).
NOV 451-600: 1. Justin Lundin (Hon); 2. Peter Polk (Kaw); 3. Mike Eriksson (Yam).
NOV 0-450: 1. Dharma Benincasa (Suz); 2. Eric Jewett (Yam); 3. John Richardson (Yam).

Champs dominate Timonium ST

By Len Breech

TIMONIUM, MD, NOV. 1

Capped off by one of Rodney Farris' hardest earned wins in the 250cc Pro final, four of the five defending class champs led their respective class across the finish line as the Baltimore County Trail Riders and the Cockeysville Optimist Club launched their 11th Annual Indoor Short Track Series in the Cow Palace at Timonium Fairgrounds. Winners were Joe Bromley in the 125cc class, Dan Reichert in the 250cc division, Jim Hollister taking the 360cc final, and Farris in the 250cc Pro final. The lone class champ who didn't win was Georgie Price who has finally started to grow out of his 80, and this year moved up to battle the "big" boys in the 125cc class.

With Price moving up a class and the only other rider to win the 80cc class the past two years dying in a ultra-light plane crash last year, the 80cc class was wide open for the first time in two years. Pre-race favorites had to be Kevin Varnes and Mike Sponseller. But in the final, Jill Lautenbacher was first out of the second turn, followed closely by Sponseller, Paul Southard and Varnes. Varnes moved into third in the middle of the second lap.

Lautenbacher held the lead after a fourth lap restart, but the wolves were nipping at her heels. About three laps after the restart, Sponseller slipped under her coming off the second turn and then Varnes also slipped by her a few laps later, and Southard took third from her on the final lap in the same spot. With Varnes in second, he started to close the gap, but Sponseller kept the lead by about two lengths to win.

The packed house was really pumped for the final event of the night, the 250cc Pro final. For the past four years, Rodney Farris has dominated this class on his Gary Nixon Bultaco, actually only getting beat once or twice in that period of time. Other loses were equipment related, usually while in the lead. Everyone expected to see Farris in his usual spot — one of two lengths in front of the field as they exited the second turn, but he was third behind a very quick starting Todd Kendig and Tom Majeski.

For the first half of the final, they ran nose-to-tail. About halfway through the race Kendig went slightly high coming out of two, and both Majeski and Farris went for the opening as the three were briefly three abreast on the narrow groove. Kendig was odd man out as he had his handlebars clipped, sending him to the concrete. By the time they got to the third turn, Farris had taken the lead from Majeski, which he held to win by a bike length.

Results

80: 1. Mike Sponseller (Hon); 2. Kevin Varnes (Yam); 3. Paul Southard (Yam).
125: 1. Joe Bromley (Suz); 2. Todd Stith (Suz); 3. Jay Boarman (Yam).
250: 1. Danny Reichert (Bul); 2. Adam Weiss (Yam); 3. Lew Woods (Bul).
360: 1. Jim Hollister (Bul); 2. Charlie Majeski (Bul); 3. Rob Smith (Bul).
250 PRO: 1. Rodney Farris (Bul); 2. Tom Majeski (Yam); 3. Paul Crumlin (Hon).

Trickle takes two at Las Vegas

By Dick Goodwin

LAS VEGAS, NV, OCT. 12

Honda of Las Vegas sponsored Curtis Trickle took the measure of the two biggest classes at Las Vegas Motocross Park today, winning the 125 and 250cc Novice classes with ease. Trickle who was one of the fastest 80cc racers in the Las Vegas valley before suffering an injury, dominated the 125 and 250cc Novice motos, grabbing four holeshots and four easy victories.

Trickle used an older bike to demolish the 125cc Novices, but was racing a brand new 1987 Honda in the 250cc Novice division. Results were the same however, as everyone else was left fighting over second. Behind Trickle, it was Jeff Hodge edging out Fabian Gomez for second in the 125cc Novice ranks. Steve Goodwin claimed second overall among the 250cc Novice ahead of Murphy, Mark Young and Martin Ansorge.

Derek Titus rode to victory in the combined 80cc Expert/Intermediate race, beating a strong field that included national racer David Griego. Titus gassed his Suzuki to holeshot race one, but Griego wasted no time in flashing past for the lead. Intermediate racer Mike Michels was close behind them in third. The top three racers rapidly put distance on the rest of the field, but as the race continued, the front positions tended to separate. Griego was an easy winner, ahead of Titus, Michels and Johnny Camden.

Michels grabbed the holeshot in moto two, but experts Titus and Griego soon whistled past to fight over first place. The two fastest 80cc riders were soon dueling all around the course. Griego finally stuffed his way past Titus in the late stages of the race. Then, on the white-flag lap, Griego almost endoed at the "double-trouble" doubles, but managed to hang on. That little opening was all Titus would need, as he flashed past for the lead. Griego recovered and rode like a wild man, but there was not enough time left. Las Vegas Suzuki's Titus won the moto and a well-earned overall crown. Honda of Las Vegas' Griego finished in second.

Results

PEE WEE NOV: 1. Randy Finch; 2. Billy Elster; 3. Robby Rusch.
PEE WEE INT: 1. Jason Partridge; 2. John Meng; 3. Steve Ireland Jr.

60 NOV STK 6-8: 1. Michael Laskowitz; 2. John Meng.
60 INT STK 6-8: 1. Jason Partridge.
60 NOV STK 9-11: 1. Greg Zaratiegul; 2. Frankie Villegas; 3. Steven Howe.
60 INT STK 9-11: 1. Jimmy Griego; 2. Mike Gilbert; 3. Carey Hart.
60 INT MOD 6-8: 1. Jason Patridge.
60 NOV MOD 9-11: 1. Greg Zaratiegul.
60 INT MOD 9-11: 1. Carey Hart; 2. Mike Gilbert.
PP: 1. Brenda Verzani; 2. Julie Riddle; 3. Mary Ann Gusakov.
80 NOV STK 9-11: 1. Frankie Villegas; 2. Jimmy Griego; 3. Sean Conner.
80 INT STK 9-11: 1. Mike Michels; 2. Carey Hart; 3. Mike Gilbert.
80 NOV STK 12-16: 1. Randy Klessig; 2. Jason Stephens; 3. Dale Albiston.
80 INT STK 12-16: 1. Johnny Camden.
80 EX STK 12-16: 1. Derek Titus; 2. David Griego.
80 INT MOD 9-11: 1. Mike Michels.
80 NOV MOD 12-16: 1. Rick Haynes.
80 EX MOD 12-16: 1. David Griego.
125 NOV STK: 1. Chris Trickle; 2. Jeff Hodge; 3. Fabian Gomez.
125 INT STK: 1. Kerry Mulligan; 2. Robert Flores; 3. Ken Arnold.
250 NOV STK: 1. Chris Trickle; 2. Steve Goodwin; 3. Jeff Murphy.
250 INT STK: 1. Kerry Mulligan; 2. Frank Singer; 3. Alex Hill.
250 PRO: 1. Scott Underwood.
500 PRO: 1. Barry Hill; 2. Mark Mitechon; 3. Richard Wilk.
500 NOV DIV 1: 1. Bruce Clark.
500 NOV DIV 2: 1. Frank Singer; 2. Gene Mason; 3. Steve Van Hoove.
VET NOV: 1. Steve Ireland.
VET INT: 1. Bill Bearup Jr.; 2. Craig Mojeske; 3. Jim Barnson.
VET EX: 1. Barry Hill.

Baylands ST win to Conley

By Mike Vancil

FREMONT, CA, OCT. 17

Sean Conley took his Kawasaki KX125, sponsored by O'Neal U.S.A., to the overall Pro class victory at the Baylands MX Association regular Friday night program.

In the first moto it was Conley stretching out a favorable lead over Gary Rabe and his Rock Oil/Moore & Sons KTM/Fox Racing-sponsored KTM. Running a close third was Darren Gallagher on a Kawasaki sponsored by Walnut Creek Ferrari, AXO, FMF, Dan Agostino Racing, Renthal, The Knobby Shop and Pro Cycle. Gallagher has for several weeks allowed those in front of him to enjoy their lead for several laps before he makes a move to close and then pass. Rabe was the first to surrender to Gallagher's first moto charge and there were two laps to go to the checkers. On the last lap and in the fast part of the course Gallagher came abreast of Conley. They made the next-to-last turn headed for the flag and Gallagher made his pass. By using all of the final corner there was no place for Conley to go except up very high into the deep berm. The dash to the flag also included negotiating the difficult stutter jumps. By Gallagher having the better line and the momentum he got there first.

In the second moto the start was nearly a photocopy of the first moto, but that was where the similiarity ended. Rabe seemed detuned and finished a poor third. The battle that everyone expected, a late race charge to the front and attempt to pass by Gallagher, did start but it did not finish the way it had in the first moto. Conley opened such a lead that the effort of Gallagher was a little short when the checkers came out. Conley and probably others now are watchful of the tactic that had been successful for young Gallagher.

Results

PEE WEE 50: 1. John Carilli (Suz).
MINI BEG: 1. Eric Wafford (Hon); 2. Gary Armstrong (Kaw); 3. Tom Gard (Kaw).
MINI JR: 1. Jeannie Pruitt (Kaw).
MINI INT: 1. Danny Nelson (Kaw).
125 BEG DIV 1: 1. Steffen Whiting (Hon); 2. Rodney Ackerman (Hon); 3. Marty Walker (Hon).
125 BEG DIV 2: 1. Roger Epperson (Hon); 2. Bill Becker (Hon); 3. Vince Cole (Suz).
125 INT: 1. Titus J. Smith (Suz).
250 BEG DIV 1: 1. Keith Tanti (Yam); 2. Leon Frank (Hon); 3. Ed Sopper (Suz).
250 BEG DIV 2: 1. Greg Lyons (Hon); 2. Mike Terkelson (Hon); 3.Casey Lyons (Hon).
250 JR: 1. Paul Midson (Hon); 2. Chris Stille (Hon).

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OTTIS "Otter" *(My clutch is chattering again!)* LANCE #157

OUR SECRETARY
JILL *(Keep your receipts!)* LANCE

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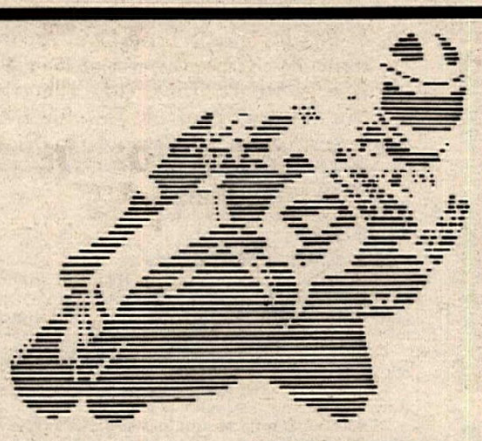
RICHARD W. KOSAR



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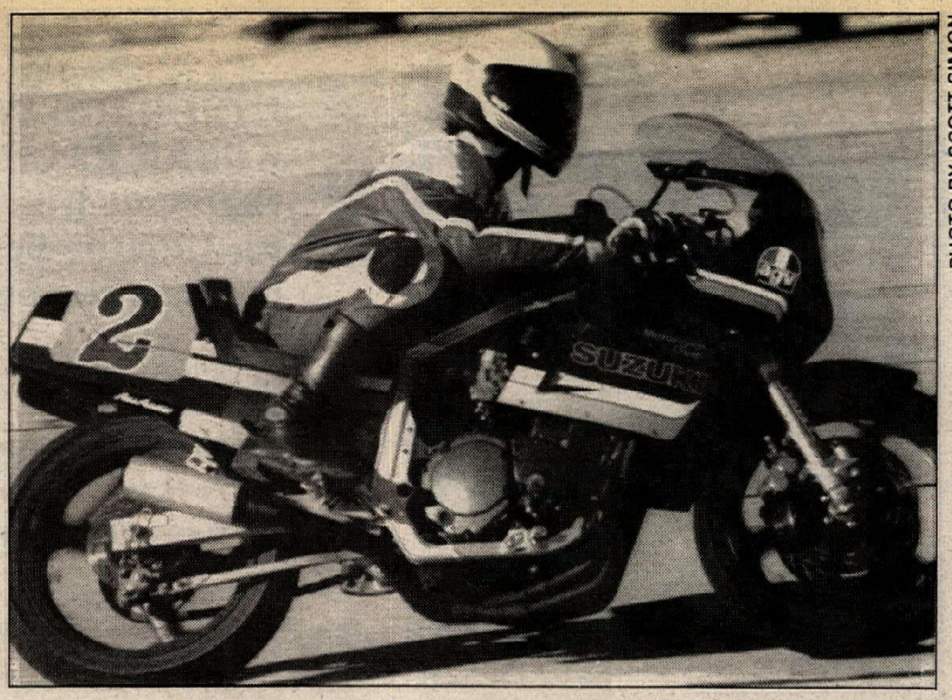

PHOTO BY SCOTT SIMON

Nick Polevoy guides his Suzuki GSXR 750 out of turn six in the final round of the USBA Endurance Road Race series held at Wendover Airfield.

OPEN BEG: 1. Dean Brooks (Hon); 2. Gene Cardella (Yam); 3. Jeff Higgins (Yam).
OPEN JR: 1. Todd Luksa (Hon).
VET SPTSMN: 1. Joe Wytman (Kaw).
VET INT: 1. Eric Hellgren (Hon).
VET MSTR: 1. Duane Hughes (Hon).
OT: 1. Don Swearinger (Yam).
PRO: 1. Sean Conley (Kaw).

Smith smooth at DeAnza MX

By T.C. Carson

SUNNYMEAD, CA. OCT. 26

Honda rider Jeff Smith nipped Suzuki rider Mike Otwell in the 250cc Beginner class at DeAnza Cycle Park. Otwell led from start to finish in the first moto, while Smith took second. But in the all-important, tie-breaking second moto, Smith did what he had to do and that was to win the final round to take the overall.

It all started in the first moto when 13 riders stormed into the first turn. It was Smith taking the holeshot, but Otwell had the lead after the end of the first lap when Smith bailed and dropped back to sixth place. Chasing Otwell were Mark Fisher (Honda), Ernest Reusch (Honda), Mike Shea (Honda), Kyle Vestermark (Yamaha) and Smith.

But all eyes were focused on Smith who began his drive through the pack and up to the front runners. By the sixth lap, Smith had taken over the second-place position but still had some ground to make up on the leader, Otwell, with two laps to go. Time ran out for Smith, however, as Otwell and his Suzuki took the win ahead of Smith, Jeff Camgrigg (Suzuki), Fisher, Shea and Jeff Blackmore (Honda).

With the overall still up for grabs, Smith smoked his Honda into the lead ahead of Otwell, Fisher, Camgrigg, Ken Hudnell (Kawasaki) and Blackmore.

The battle for the lead was intense with Otwell chasing Smith the whole way. Camgrigg slipped his Suzuki into third place during the second lap and stayed there throughout the moto. Crossing the checkered flag in the lead with the overall in the bag was Smith, followed by Otwell and Camgrigg. Fisher and Shea took fourth and fifth overall.

Seventeen riders lined the starting gate in the 125cc Beginner class, and when the dust had settled, it was Honda rider Brent Palkovic riding to a flawless 1-1 tally to claim the overall. Palkovic worked his way up from third-place starts in both motos for a double-moto victory. His nearest rival was another Honda-mounted rider, Bill Cohhet, who cruised to a 1-2 finish for second overall. Rounding out the top five in overall finishes were Jayson Liess (Honda, 3-4), Hersch Temekins (Honda, 6-3) and Brian Scott Beach (Yamaha, 5-6).

In the 250cc Pro class, Suzuki's Mike Healey cleaned up by winning both motos over another Suzuki rider Murray L. Shackelford and Kawasaki-mounted Lance Gorton. Fourth, fifth and sixth went to Vonn Eric Jones (Suzuki), Eddie Michetti (Honda) and Gary DePillo (Yamaha).

Results

JR CYC: 1. James Otwell (Kaw).
MINI BEG: 1. Damon Kemp (Yam); 2. Ramon Norlega (Kaw); 3. Stach Kosalka (Suz).
MINI NOV: 1. Ryan Doty (Kaw); 2. Paul Korody (Kaw).
125 BEG: 1. Brent Palkovic (Hon); 2. Bill Cohhet (Hon); 3. Jayson Liess (Hon).
125 NOV: 1. Levi Noble (Hon); 2. Randy Danylo (Kaw); 3. Richard Geraghty (Yam).
125 INT: 1. Jamie Morabito (Yam); 2. Pat Purnell (Kaw).
250 BEG: 1. Jeff Smith (Hon); 2. Mike Otwell (Suz); 3. Jeff Camgrigg (Suz).
250 NOV: 1. Timmy Nash (Hon); 2. Jack Roberts (Hon); 3. David Benedetti (Hon).
250 INT: 1. Robert Lovas (Kaw); 2. Mike Michetti (Yam); 3. Tom Thomsen (Yam).
250 PRO: 1. Mike Healey (Suz); 2. Murray L. Shackelford (Suz); 3. Lance Gorton (Kaw).
OPEN BEG: 1. Glenn Pillsbury (Hon); 2. Steve Austin (Hon); 3. Rod L. Roung (Yam).
OPEN NOV: 1. Jeff Fahy (Hon); 2. Kent Griffin (Hon); 3. Mike Knouse (Yam).
VET JR: 1. Kenneth Hodgdon (Yam); 2. Michael Webster (Suz); 3. Ron Tuzinsky (Hon).
VET INT: 1. Tim Hoole (Hon).
VET SR: 1. Mark White (Yam); 2. Chuck Minert (Hon).

McPherson bags Marion County Motocross win

By Gwen Millan

REDDICK, FL, OCT. 12

A 1-2 performance gave David McPherson the overall win in the Open B class at Marion County MX. McPherson controlled the first moto, but Andy West topped the second moto.

McPherson pulled the holeshot in the opening moto, while Todd Lancaster and Mike Mims locked horns behind him in a duel for second. Lancaster had to settle for second behind winner McPherson and Mims was dropped to fourth by West by checkered flag time.

When the gate dropped for the second moto, it was McPherson once again pulling off the holeshot, followed by West, Mims and Lancaster. But on the second lap West took over the lead. West and McPherson raced side-by-side towards the end of the moto and it was West logging the win. McPherson took second which gave him the overall victory, Mims finished third which earned him fourth overall, and Lancaster was fourth in the moto and third overall on the day.

Results

60: 1. Josh Latina (Kaw); 2. Noel Kitsch (Kaw); 3. Donny Mason (Kaw).
PP: 1. Laurie Kitsch (Kaw); 2. Kim Brown (Hon); 3. Dean Joiner (Suz).
100: 1. Justin Jackson (Hon); 2. Ernie Millan (Hon); 3. Travis Blackburn (Kaw).
PEE WEE: 1. Billy Scott (Yam); 2. Kirk Overstreet (Yam); 3. Richard Ingle (Yam).
MINI A: 1. Justin Jackson (Yam); 2. Ernie Millan (Hon).
MINI B: 1. Chris Umstead (Yam); 2. Travis Blackburn (Kaw); 3. Brian Turner (Kaw).
MINI C: 1. Jody Underwood (Kaw); 2. Kenny Hansen (Kaw); 3. Robert Marx Jr. (Hon).
125 B: 1. Wes Keenum (Yam); 2. T.J. Brantley (Kaw).
125 C: 1. Brian Broussard (Yam); 2. Hugh Adams (Yam); 3. Brian Hall (Hon).
250 A: 1. Mark Peterson (Kaw); 2. Alan Lucy (Hon).
250 B: 1. Brent Cole (Kaw); 2. Rob Merrell (Kaw); 3. T.J. Brantley (Kaw).
250 C: 1. Bill Kasavage (Hon); 2. Jim Gruenwald (Kaw); 3. Fortson Rumble (Suz).
OPEN A: 1. David Adams (Hon); 2. Ernie Millan (Hon).
OPEN B: 1. David McPherson (Kaw); 2. Andy West (Yam); 3. Todd Lancaster (Yam).
OPEN C: 1. William Holstein (Hon); 2. Mark Bazinet (Hon).
SR: 1. Robert Godfrey (Suz); 2. Ernie Millan (Hon); 3. Mike Reynolds (M-S).

Shinlever, McCarter smoke Smoky Mtn. MX

By Terry D. Cook

PIGEON FORGE, TN, NOV. 2

Smoky Mtn. Motocross held its last race of the season today with a large crowd and rider attendance. The track was quite slippery as the rains had made the deep plowed dirt and sawdust very sticky.

Steve Shinlever and Mitch McCarter both took top honors as they blasted the competition in each of their respective classes.

In the combined 250/125cc B race, when the cord snapped both riders blasted out of the hole wide open with Shinlever running in the 125cc B class and McCarter in the 250cc class. The two top riders kept a lightning pace around the track with Shinlever making several attempts to pass McCarter but each time McCarter's Honda outpowered the Suzuki of Shinlever.

In lap three Shinlever missed a jump and was forced to go back to try again, allowing McCarter to race on to an uncontested victory in the 250cc class. Shinlever with a resounding lead claimed a first moto win in the 125cc B class.

In the second moto both riders again tested the turns as they went head-to-head and tire-to-tire across the towering jumps, and very slick muddy turns. Shinlever kept putting constant pressure on McCarter, but McCarter never gave an inch to Shinlever. With the checkered flag about to be waved, Shinlever tried to pass only to get a half acre of Tennessee mud in his face. Shinlever won the 125cc B class and McCarter won the 250cc class by a wide margin.

McCarter said, "I wanted to win a first place trophy to take to my dad who has just had open heart surgery. I think this will make him smile."

Shinlever said, "I hate to see the season end here today, I really get into motocross and I can't wait till next year when it starts again!"

Results

PRO: 1. Mike Bradshaw (Hon); 2. Jeff Dodgen (Yam); 3. Mike Tolliver (Kaw).
125 C: 1. Ray Boruff (Suz); 2. Ken Merritt (Hon); 3. Brian Stringfield (Kaw).
125 B: 1. Steve Shinlever (Suz); 2. Daniel Jones (Kaw); 3. David Cox (Kaw).
250: 1. Mitch McCarter (Hon); 2. David Telson (Yam); 3. Jay Catshall (KTM).
OT: 1. John Gibson (Hon); 2. Eddie Sharp (Hon); 3. George Breeden (Kaw).
ENDURO: 1. Jason Tarver (Hus); 2. Randy Farris (KTM); 3. David Brogdon (Cag).
OPEN: 1. Steve Shinlever (Suz); 2. David Brogdon

(Cag); 3. David Farris (KTM).
JR MINI: 1. Andy Miller (Kaw); 2. Eric Brandenburg (Hon); 3. John Yoakum (Kaw).
SR MINI: 1. Mike Brown (Hon); 2. David Leach (Kaw); 3. Shane Jenkins (Kaw).

Brownell hot at Wendover RR

By Bill Peters

WENDOVER, UT, OCT. 12

The Utah Sport Bike Association held its final road race of the '86 season at the Wendover Airfield and participants were greeted with excellent weather.

MRA racer Bob Brownell on a Boulder Motorsports/Geoff Cesmat/Vetter/JT Racing-backed Kawasaki GPz550 pulled the holeshot at the start of the 600cc race. Tad Goimarac of Cycles and Sleds Racing was secod through the first turn. Goimarac held onto second for five laps before being passed by USBA point leader Scott Christensen on a Cycle Inn Yamaha RZ350. Christensen then set his sights on Brownell, who by this time was well out in front of the field.

With about four laps remaining, Christensen caught Brownell and the final laps turned into an exciting duel between the two experienced racers. The lead changed hands no less than three times, but it all came down to the final turn where Christensen went wide and Brownell slipped undernetah to go on and take the checkered flag. Goimarac finished third overall behind Brownell and Christensen, and first in the Novice division.

Brownell added the Dinosaur race victory to his day's achievements. Christensen also came up with two wins, topping the Open Advanced class and the one-hour Mini Endurance race.

Novice racer Brad Malm, sponsored by Barnes Boots and Tooele Valley Suzuki, also logged two wins. Malm was top Novice in the Open class race and in the endurance race.

Results

600 ADV: 1. B. Brownell (Kaw); 2. S. Christensen (Yam); 3. J. Gierloff (Hon).
600 NOV: 1. T. Goimarac (Yam); 2. A. Mellon (Cag); 3. S. Pratt (Suz).
OPEN ADV: 1. S. Christensen (Suz); 2. L. White (Suz); 3. F. Paiz (Hon).
OPEN NOV: 1. B. Malm (Suz); 2. B. Peters (Yam); 3. N. Polevoy (Suz).
DINO: 1. B. Brownell (Kaw); 2. B. Peters (Kaw); 3. D. Larrouy (Suz).
ENDURANCE ADV: 1. S. Christensen (Suz); 2. L. White (Suz); 3. F. Paiz/J. Gierloff (Hon).
ENDURANCE NOV: 1. B. Malm (Suz); 2. N. Polevoy/M. Rock (Suz); 3. B. Peters/A. Mellon (Yam).

SDR ST title to Estelle

By Larry McBride

BINGHAMTON, NY, OCT. 26

Several District 3 titles were open to contention at Square Deal Riders last short track of the season with the 250cc Expert class the closest. George Richtmeyer and Duane Veeter were tied, with Craig Estelle a mere four points back, and the victor would be assured of the championship.

With all riders packed tight off the green light, Richtmeyer and Estelle hit the second corner dirt, bringing out the red flag. On the restart Richtmeyer took the lead exiting the fourth turn and immediately gained a sizeable advantage over Estelle who was back behind Tony Anderson and Kenny Dahlin. Holding tight on the corners Estelle went under Dahlin on lap two and then passed Anderson for second on the fourth circuit.

By virtue of his big lead Richtmeyer had the race and the championship within his grasp heading for the checkered flag coming off the

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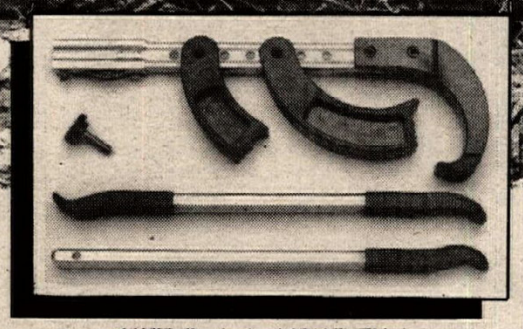

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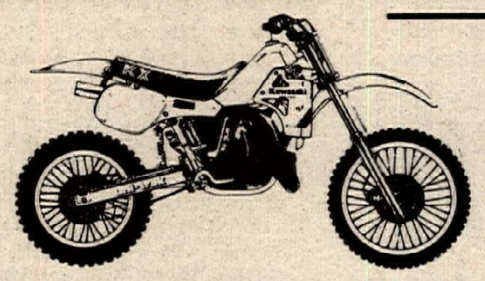

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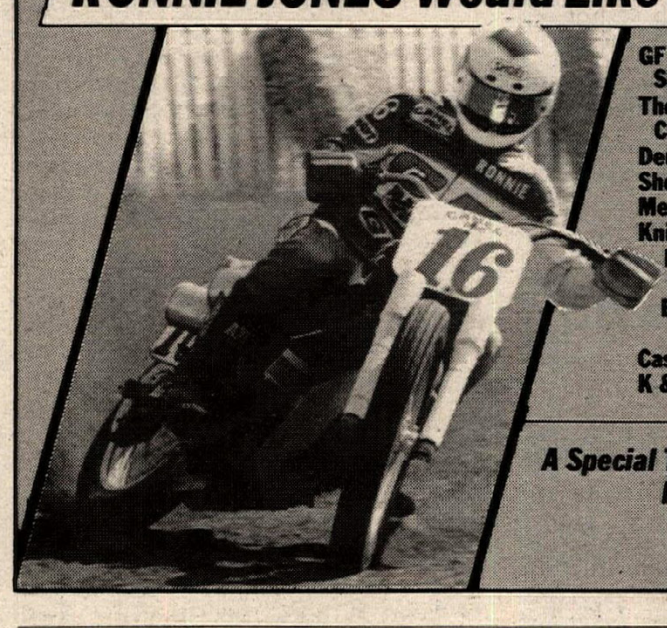

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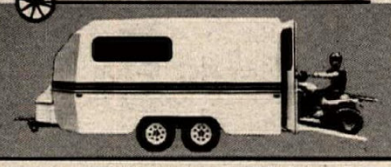

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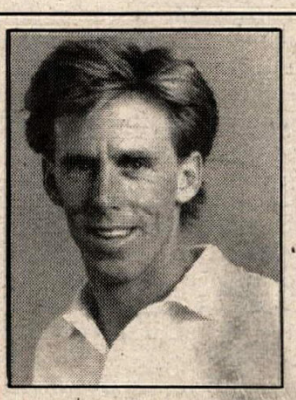

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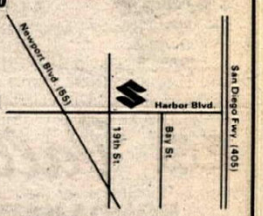

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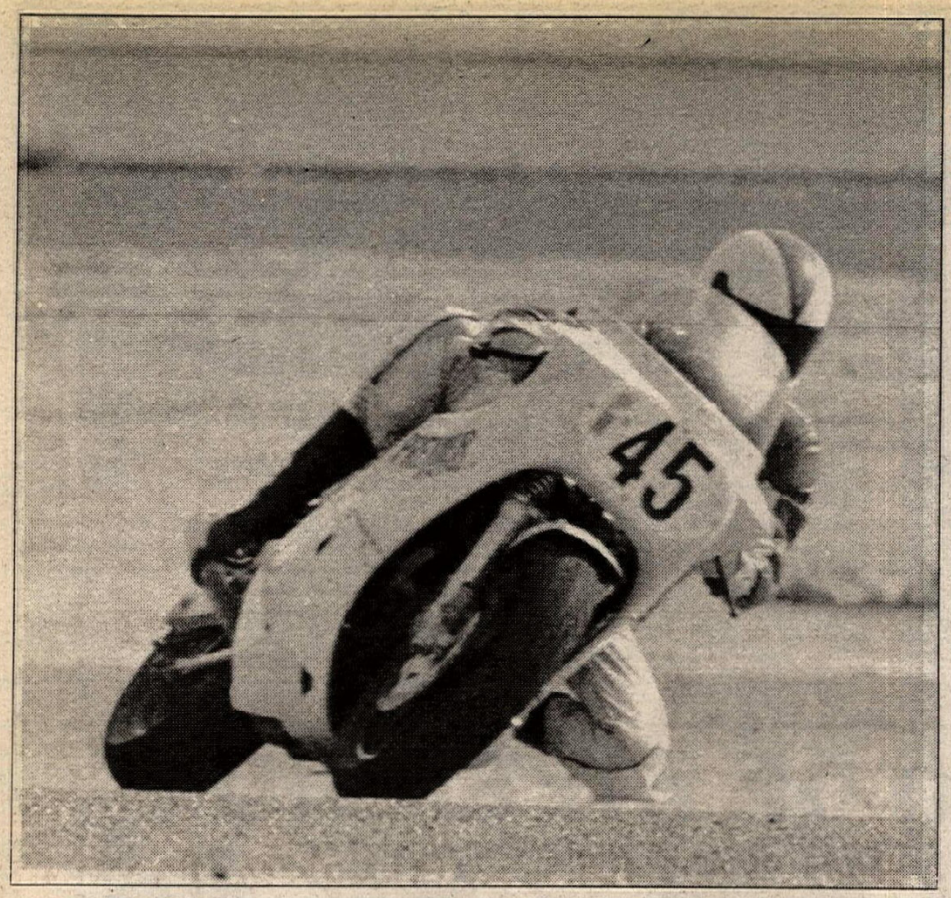

PHOTO BY MICHAEL ROSS

Brian Joder took the win in the Superbike B class and also scored a third place finish in the Formula One division at Phoenix International Raceway.

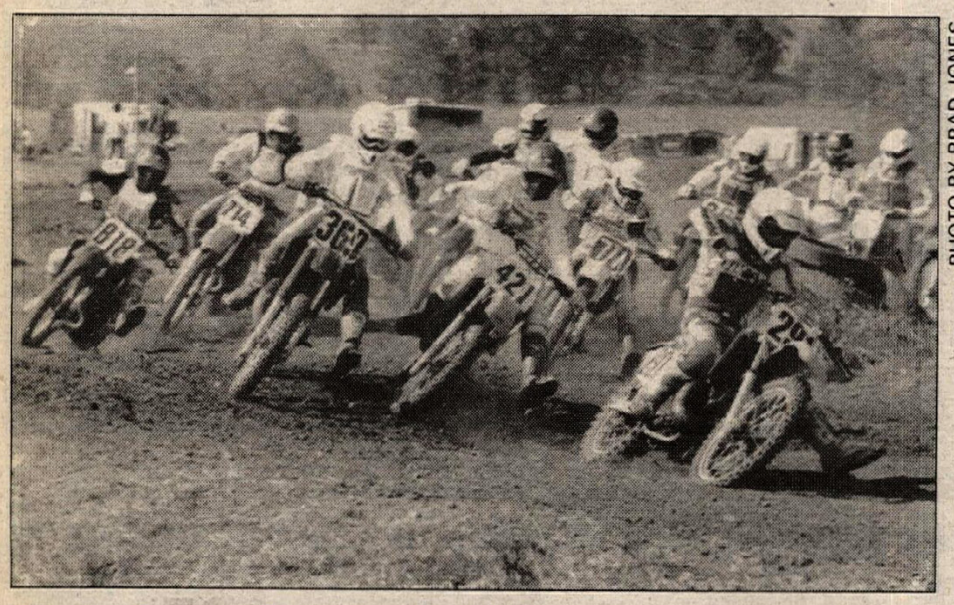

PHOTO BY BRAD JONES

Billy Joe Graham (291) leads eventual 125cc Novice class winner Dexter Graham (711) in the final round of the Missouri State Championship MX.

fourth turn. With a caution hand raised Richtmeyer saw his chain dragging and his title disappear as Estelle dashed past for the victory with Veeter taking second. Wasting no time however, Richtmeyer dismounted and pushed his bike in for a third place finish.

The 125cc Amateur final brought together two other contenders in Todd Hunter and David Lloyd who each dominated and won their heat events. Hunter went to the front off the start with Lloyd several lengths back. Closing ground on each circuit Lloyd dropped to the low side of Hunter on the fourth lap to capture the event and the title.

Gerry O'Brien topped another District class up for grabs as he outran his closest competition in Carl Nabinger to take the Senior A division championship.

Results

JR MINI: 1. Aaron Richtmeyer (Yam); 2. Kristen Edwards (Yam).
SR MINI: 1. Scott Snoop (Kaw); 2. Kenny Coolbeth (Kaw).
125 AM: 1. David Lloyd (Hon); 2. Todd Hunter (Hon); 3. Shawn Clark (Yam).
250 AM: 1. Don Distel (Hon); 2. Mark Saglimbini (SWM); 3. Mike Castell (Yam).
OPEN AM: 1. David Lloyd (Rtx); 2. Jason Fletcher (Rtx); 3. Bill Anderson (Rtx).
125 EX: 1. A.J. Snoop (Kaw); 2. Bill Newkirk (Hon); 3. Clif Steinauer (Kaw).
250 EX: 1. Craig Estelle (Hon); 2. Duane Veede (Hon); 3. Geo Richtmeyer (Yam).
OPEN EX: 1. Geo Richtmeyer (Rtx); 2. Jay Skidmore (Hon); 3. Craig Estelle (H-D).
SR A: 1. Gerry O'Brien (Hon); 2. Carl Nabinger (Yam); 3. Dave Scheffer (H-D).
SR B: 1. Bob Eck Jr. (Yam); 2. Dick Edwards (Suz); 3. Mick Cordeiro (Yam).

McSwain tops Devils Ridge HS

By Kathy Bush

SANFORD, NC, OCT. 26

Honda-mounted Steve McSwain powered his way to the overall win in the ninth round of the North Carolina Devils Ridge Hare Scramble Series. Series 125cc class winner Steve Genter rode his first race on a Honda CR250 to second. The two Honda riders finished over two minutes ahead of third overall finisher Can-Am rider Joel Baker in an ultra-close finish.

The Mini class saw the lone entrant, Daniel Erwin, rap up the series title with his class win.

The 125cc class was a battle between Donnie Graham, Charles Langley and Greg Erwin. Graham once again showed his MX experience by getting the holeshot and leading for two laps until Erwin and Langley got by to take first and second, respectively.

Class leader (200cc) Gray Leonard overcame a flat tire to win the class on a Can-Am. David Ashley came in second and William Davis rounded out the top three.

Greg Bunn turned another good start into a class win to virtually wrap up the series Open class title. With Can-Am rider Bunn out front, Steve Haretur and Jeff Edbert diced with Haretur coming out on top to take second.

Tommy Mock muscled his Can-Am around the challenging course to top John Russell in the Senior class. Ronald Neese capped off the top three with a strong ride.

Results

OVERALL: 1. Steve McSwain (Hon); 2. Steve Genter (Hon); 3. Joel Baker (C-A).
100: 1. Daniel Erwin (Hon).
125: 1. Greg Erwin (Hon); 2. Charles Langley (Yam); 3. Donnie Graham (Kaw).
200: 1. Gray Leonard (C-A); 2. David Ashley (Kaw); 3. William Davis (Hus).
250: 1. Steve Genter (Hon); 2. Joel Baker (C-A); 3. Mark Howell (Yam).
OPEN: 1. Greg Bunn (C-A); 2. Steve Haretur (Hon); 3. Jeff Edberk (Hus).
4-STRK: 1. Doug Hyatt (Hon); 2. Chris Walton (Hon); 3. Donald Walter (Hon).
SR: 1. Tommy Mock (C-A); 2. John Russell (Hon); 3. Ronald Neese (KTM).

Gunn doubles at PIR Road Race

By Michael Ross

PHOENIX, AZ, OCT. 26

Kye Gunn rode to decisive wins in the Superbike A and Formula One classes aboard his Sparks Cycle and Suzuki of Tucson-sponsored GSXR1100 today at Phoenix International Raceway. PIR's infield track made racing particularly difficult. In spite of sweeping the infield all morning, PRRO racers had to brave potholes, ruts, acorn-sized rocks and blinding dust.

Mike Williams' GSXR1100 was first off the line in Superbike A. Williams held the fast line around the banked sweeper, but Gunn charged up through the pack and challenged Williams early on. Gunn finally dove underneath Williams in the hairpin and took the lead. Gunn continued to stretch his lead all the way to the checkered flag. Williams was second with Craig Martin taking third.

Superbike C action saw Dale Kieffer and Michael Ross battle for supremacy. Kieffer and Ross swapped positions all over the track but it was Kieffer holding the lead at the checkered flag. Third went to Tom Moore. Rick Williams took the Superbike D victory after Tim Bergstrom seized his RZ and Scott Willock's expansion chamber broke in half. Norm Benedum survived the attrition to garner second.

Brian Joder used his very quick 750 Suzuki to run away with the Superbike B race. Joder grabbed the holeshot and never looked back. Craig Martin took second early in the race and held it until the finish with Lance Baker getting third.

The Formula race was a Gunn walkover. Gunn led every lap and stretched his advantage to seven seconds at the checkered flag. Williams took second ahead of Joder's 750. Baker's Honda was fourth overall. Scott Willock rode to fifth overall and the class win on his 350 Yamaha.

Craig Skinner was the class act in the Vintage Novice race. Skinner battled early in the race with Adam Avechuco's 750 Suzuki. By lap four, Skinner put his Triumph Trident in the lead for good. Avechuco took second overall and first in the Novice class. Steve Barnard claimed fourth overall and second in the Vintage 1.

Results

NOV: 1. Adam Avechuco (Suz); 2. Bill Slausson (Suz); 3. Jim DeRosa (Yam).
VINT 1: 1. Craig Skinner (Tri); 2. Steve Barnard (Hon); 3. John Scott (Tri).
VINT 2: 1. Kevin Elliot (Yam); 2. Les Johnson (BSA); 3. David Chrone (Duc).
STK A: 1. Mike Williams (Suz); 2. Richard Kohn (Kaw); 3. Charles Harris (Suz).
STK B: 1. Lance Baker (Hon); 2. Terrance O'Brien (Suz); 3. Carlo Rao (Yam).
STK C: 1. Michael Ross (Yam); 2. Dale Kieffer (Yam); 3. John Knox (Yam).
STK D: 1. Norm Benedum (Yam).
SUPBK A: 1. Kye Gunn (Suz); 2. Mike Williams (Suz); 3. Craig Martin (Yam).
SUPBK B: 1. Brian Joder (Suz); 2. Craig Martin (Yam); 3. Lance Baker (Hon).
SUPBK C: 1. Dale Kieffer (Yam); 2. Michael Ross (Yam); 3. Tom Moore (Yam).
SUPBK D: 1. Rick Williams (Yam); 2. Norm Benedum (Yam).
F-1: 1. Kye Gunn (Suz); 2. Mike Williams (Suz); 3. Brian Joder (Suz).
F-2: 1. Tom Moore (Yam); 2. John Knox (Yam); 3. Mark Moreno (Hon).
F-3: 1. Scott Willock (Yam).
AIR-COOLED D: 1. Brian Sanders (Yam); 2. Bart Beninati (Yam); 3. Kevin Elliot (Yam).

Schumacher scores Possum Hollow MX wins

By Brad & Sharon Jones

POSSUM HOLLOW, MO, OCT. 19

In today's final round of the Missouri State Championship, Jeff Schumacher from Independence once again demolished the 125cc and 250cc Experts with four moto wins.

In the 125cc Expert class it was Galen Floyd taking the initial lead with John Lambert, Brian Emig and Schumaher in tow. Schumacher sorted out his lines and blitzed by the leaders on lap three. Emig charged into second while Lambert took over third, but Schumacher cruised in for the win.

In moto two, Emig pulled the holeshot with Brent Shiflett second and Schumacher third. Emig rode hard, pulling ahead by six seconds before Schumacher slid by Shiflett. It looked like Emig had the win in the bag, but Schumacher kept hammering away and bumped Emig out of the way in a bowl turn to take the lead then held on for the win.

In the 125cc Novice class Billy Joe Graham had a perfect start taking the lead right from the gate. Brian Shrout ran second for two laps until he found his way around Graham for the lead. The real show was Dexter Humbard who came from way back, passing many riders until he grabbed the lead with two laps to go, then rolled on to an easy win. Shrout finished second and Graham third.

Moto two was nearly an instant replay. Graham got the holeshot, but Shrout grabbed the lead on lap two. Then Humbard came barreling by in a big hurry to take another win.

Throughout the Missouri State Championship series, Jeff Emig has dominated the 80cc Senior class and this race day was no exception. Emig led all the way in both motos. In moto one, Emig led right from the start with Brian Shrout second and Kenny Howard third. Howard sliced past Shrout on lap three to take over second place. Doug Stone moved through the pack to nab Shrout on the last lap for third.

In moto two, Emig was out front again with Shrout in second and Stone third. Shrout slid out in a section of whoops, putting him in dead last. Stone took over second, but Ben Heibel was after Stone, and flew past to take over second. Heibel rode at a hard pace, keeping Emig in his sights for the entire race. Heibel DNF the first moto, giving Stone second overall with a 3-3 finish.

Results

60: 1. Lance Jones; 2. Chad McCoy; 3. Brett Zeiler.
MINI BEG: 1. Mark Enright; 2. Brian Clark; 3. Troy Shuble.
80 INT: 1. Kenny Howard; 2. Doug Stone; 3. Ben Heibel.
80 SR: 1. Jeff Emig; 2. Doug Stone.
125 BEG A: 1. Eric Gaston; 2. Steve Burton; 3. Scot Denton.
125 BEG B: 1. Frank Camida; 2. Brian Lackey; 3. Rick Matteson.
125 NOV: 1. Dexter Humbard; 2. Brian Shrout; 3. Billy Joe Graham.
125 INT: 1. Kevin Stockhausen; 2. Richie Blackmore; 3. Robert Burks.
125 EX: 1. Jeff Schumacher; 2. Bryan Emig; 3. Jack Lambert.

250 NOV: 1. Billy Joe Graham; 2. Mark Reynolds; 3. Steve Halterman.
250 INT: 1. Richie Blackmore; 2. Mark Boren; 3. Perry Scott.
250 EX: 1. Jeff Schumacher; . SteveForkner; 3. Brad Jones.
OPEN EX: 1. Brad Jones; 2. Brian McGaugh; 3. Joe Dyer.
OPEN: 1. Kenny Olsen; 2. Jim Velk; 3. Thomas Rogers.
OVER 30: 1. Alan Jones; 2. Mike Bryan; 3. Butch Love.

Tyler, Munson manhandle Albany Supercross

By Clay Light

ALBANY, OR, OCT. 26

Washington speedsters Scott Tyler and Jamie Munson dominated during Professional action at the opening race of the 1986-87 Motocross Northwest-sanctioned season at Albany Supercross. Tyler won the Open and 250cc Pro events while Munson finished second to Tyler in the 250cc class and took a win in the 125cc Pro event.

Rain all week long made the sandy track a total quagmire. Over two inches of rain fell Sunday, including heavy rain as the 80cc B class gated for moto one. Ryan Huffman stayed on two wheels the longest to emerge the winner in moto one after 10 soupy laps while Danny Ulven, Adam West, Travis Markell and Rich Browning filled the top five. In the second contest it was Huffman and Ulven dueling for the lead until Huffman lost his machine in "Leachs Lake" and dropped to third where he would finish behind overall winner Ulven and Markell.

In the 80cc C class, consistency paid off for Kawasaki rider Chad McVay, who posted 4-2 rides to nab the overall win. The first moto was topped by Mel Stanerson over Troy Kibble and Yamaha-mounted Monty Harris. The second time out saw Les Shellhous nab the moto win but, just like moto one winner Stanerson, finished way back in his other moto and placed McVay into the winners circle.

The Open machines had very little difficulty circulating the 2.0-mile course and were led by Yamaha support rider Tyler in the first moto of combined Pro/B action. Local rider Wes Hanson was lone Pro, Tyler's closest competition, nearly a half lap down, headed up a heated battle for third between Honda riders Frank McKuhn and Doug MacDuffee. in fifth rode Darryl Hawkins, who hails from San Diego, California. Hawkins wasn't used to the conditions and finished fifth at moto's end. Tyler and McKuhn rode side-by-side for the majority of the first lap of moto two, but after that Tyler easily motored away to dominate both motos while McKuhn came out on top in the B ranks.

Tyler was back out front in the 250cc Pro class which assembled the largest amount of riders since the Yamaha Gold Cup Series earlier. Honda support rider Munson rode in second with Honda riders Mike Chase, Devon Ott and Gary Beyer giving chase. Riders began dropping on every lap, leaving only five riders at the completion of moto one. The finish order read Tyler, Munson, Ott, Chase and Beyer. Tyler shook off pesky Munson and Ott in moto two and went on to card his second overall of the sloppy day's program to beat Munsons 2-2 tally and Ott, who took thirds both motos.

Kawasaki riders Grayson Hart and Kenny Olsen launched out front in the first 125cc Pro moto, but positions changed from lap to lap. The first rider to drop back was class dominator Hart, moving Larry Brumwell into the lead over Beyer. Beyer bailed

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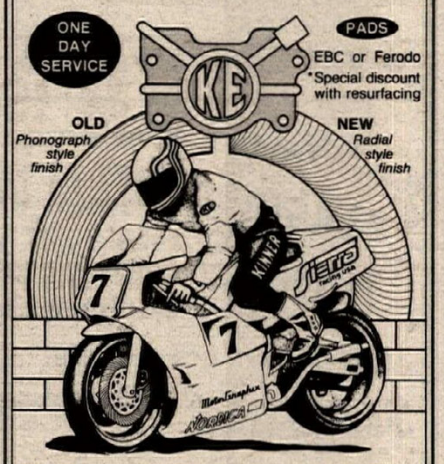

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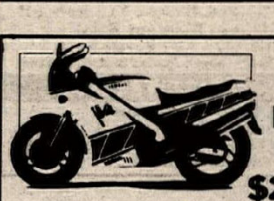

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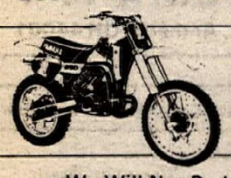

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PHOTO BY TERRY REZEK

500cc Novice class winner Kelly Doyle (681) battles third place 250cc Novice finisher Mark Matteson at the CRC Grand Prix in California.

off in the slop and came from behind after mounting an incredible charge back into the top five. Brumwell held on for the moto win with Olsen second and Munson third. Moto two became a battle for the overall when Olsen and Munson waged a war by the midway point in the 30-minute race. Munson pressured Olsen the remaining six laps and waited until the final lap to make a move when Olsen bobbled, allowing Munson to take the lead with the flag in sight. Munson went 3-1 to win over Olsen (2-2) and Brumwell (1-3).

Series champions were crowned for the 1985-86 season which saw Hart earning the overall number one Pro plate and Darren Rogers taking home the numero uno spot in the 125cc Open Amateur ranks. Travis Markell rode hard all season long and came away with the 60-80 laurels.

Results

SERIES HI-POINT
OT AM: 1. John Foster.
OT EX: 1. Jim Lamkin.
OTH B: 1. Doug Wiley.
OTH A: 1. Bob Leach.
500 B: 1. Steve Green.
500 PRO: 1. Scott Tyler.
250 B: 1. Kurt Stevens.
250 PRO: 1. Scott Tyler.
125 B: 1. Darren Rogers.
125 PRO: 1. Grayson Hart.
80 B: 1. Travis Markell.
60 B: 1. Coby Porter.
60 A: 1. Ryan Huffman.
50: 1. Robert Hotlgrew.
PP: 1. Deanne Holbrook.

Davis dominates Sunrise GP

By Terry Rezek

ADELANTO, CA, OCT. 26

Good weather and a good turnout made for good racing at Sunrise Cycle Park's CRC Grand Prix. The show started off with a bang as 125cc Pro Ty Davis elected to enter the 80cc Expert race (on an 80, of course) to get some extra track time. The rules allow this since there is no 80cc Pro class and Davis was literally in his own class. While Davis was amusing himself way out in front of everyone else in the 80cc race, the first true 80cc Expert, Ronnie Densford, took advantage of Davis' presence and kept him in sight as much as possible to gain the experience of watching a Pro and finished second. Colin Couto must have benefitted from the on-track teaching also. Couto went from gate-to-flag at the lead of the 80cc Beginners. Joel Tokarsky also went all the way front to win the 80cc Intermediate class.

Women's Novice Tina Zahrt surprised everyone, especially herself, by taking the holeshot and scampering to a three bike length lead out of turn one. Zahrt's glory was short lived. She elected to go cautiously over a pop-up jump and was still on the other side when Lori Hedstrom hit it hot, went high in the air, and came down right on top of Zahrt. They were uninjured, but were in last by the time they got rolling again. Mindy Smith had a last-placed start, but was moving up fast when Zahrt and Hedstrom went down. Smith took over the lead and motored on for the win. Kathy Jo Ehrp and Angie Sellers had a battle going for most of the race for first in the Novice ranks. Ehrp won the shoot-out and took home the trophy.

John Burkey got the holeshot as the first wave of the Vets and Seniors took off. Another +30 Expert, Terry Davis, was right behind and swooped into the lead almost immediately. Davis went right on for first place Vet. Bob Alvis was first +30 Intermediate to come around, but Randall Polzin nipped him a little later to win that class. Jim O'Neal was close behind Davis at the end of the first lap and stayed near the front to take the +40 Expert win.

The Beginner class was a real circus with over 60 bikes going around the track at more or less the same time. The 500cc class rider Ron Sherman led the pack for several laps with Eric Strand right behind. The pressure got to Sherman and he fell back, leaving the lead to Strand. At least until Bob Hopkins got rolling. Hopkins kept on the gas and soon took the 500cc class lead and the win. Todd Krost was first 250cc bike off the line and stayed there, until lap five when Karl Allen finally broke free of the horde and slipped by Krost for the lead. Krost didn't quit and the two riders went wheel-to-wheel right to the checkered with Allen maintaining the edge.

Kelly Doyle had a brilliant ride, being first 500cc bike off the line of the Novice race and first 500cc rider across the finish. He held off the faster 250cc class riders for a long time on his way to winning the trophy. The 250cc class had a good fight of their own. Mark Matteson got the jump on

the field and led for more than 20 minutes. Mike McCarey finally bulled by for the lead and took the win. Matteson had his hands full with Chris Leiker who was on him like a tax auditor. Leiker nailed Matteson right at the finish to grab second 250cc Novice victory.

When the gate fell on the Intermediate and Pro event, Pete Murray had the first opportunity to look fast and he took it. Murray led all the way for first place 500cc money with Dane Wigginton in second for the entire race. Tim Rutherford beat Keith O'Neal off the line in the 250cc Pros, but that didn't last long. O'Neal had the lead and the win sewn up by lap three. Ty Davis really took advantage of the track knowledge gained in the 80cc race and shot to an immediate lead of the 125cc Pros. He took an easy win, in spite of riding the last 15 minutes with a flat rear tire.

Results

PEE WEE B: 1. Tony Catalde (Yam); 2. Matthew Pickering (Yam); 3. Jeremy Winkle (Yam).
PEE WEE A: 1. Robby Hammond (Yam).
60 UNDER 8: 1. Mike Sprowl.
60 NOV: 1. Terry Parsons (Kaw); 2. Cory Davis (Kaw); 3. Pablo Lara III (Kaw).
60 INT: 1. Steve Hengeveld (Kaw).
80 BEG: 1. Colin Couto (Yam); 2. John Chamberlin; 3. Tim Enoch.
80 INT: 1. Joel Tokarsky (Kaw); 2. Allan Brehm (Hon).
80 EX: 1. Ty Davis; 2. Ronnie Densford (Kaw).
×30 BEG: 1. Chuck Brooks (Mai); 2. Greg Cook (Hon); 3. Warren Brown (KTM).
×30 NOV: 1. Charlie Martin (Hon); 2. Phil Dragna (ATK); 3. Wayne Ellis.
×30 INT: 1. Randall Polzin; 2. Bob Alvis (Hus); 3. Ken Dickson.
×30 EX: 1. Terry Davis (Hon); 2. John Burkey (Yam); 3. Mike Ferro (Yam).
×40 BEG: 1. Dwain Jarrett (Suz); 2. Bill Reagan; 3. Sam Dempsey.
×40 NOV: 1. Roland Thompson (Suz); 2. John Francis (Cag); 3. Jerry Hanson (Kaw).
×40 INT: 1. R$ick Haslett (Yam); 2. Jack Allen.
×40 EX: 1. Jim O'Neal; 2. Tommy Pearl; 3. Robert Cooke (Hon).
WOMEN NOV: 1. Kathy Jo Ehrp (Hon); 2. Angie Sellers; 3. Lori Hedstrom (Yam).
WOMEN INT: 1. Mindy Smith (Kaw).
125 BEG: 1. Ronnie Halman (Hon); 2. Ken Hodge (Kaw); 3. Sean Marlando (Hon).
125 NOV: 1. Corey Yuguchi (Kaw); 2. Jimmy Kight; 3. Charles Martin (Hon).
125 INT: 1. Rob Sassen (Cag); 2. Scott Murphy (Hon).
125 PRO: 1. Ty Davis (Hon); 2. Jeff Stanford (Suz); 3. Jeff Black (Hon).
250 BEG: 1. Karl Allen (Hon); 2. Todd Krost; 3. James McGaagh (Kaw).
250 NOV: 1. Mike McCarrey (Hon); 2. Chris Leiker (Yam); 3w. Mark Matteson (Hon).
250 INT: 1. Todd Broussard (Yam); 2. Ken Neitzel (Kaw); 3. Eric Colbert (Suz).
250 PRO: 1. Keith O'Neal (Hon); 2. Jerry Black; 3. Ti Swartz (Yam).
500 BEG: 1. Bob Hopkins (Hon); 2. Eric Strand (KTM); 3. Timothy Goldsmith.
500 NOV: 1. Kelly Doyle (Hon); 2. Carl Shockley (Yam); 3. John Temple (Hon).
500 INT: 1. Frank Costanzo; 2. Kenny Parry (Yam); 3. Mark Maynor.
500 PRO: 1. Pete Murray (Mai); 2. Dane Wigington (Kaw); 3. Jon Ortner (Hon).

Schneider fast at Meadows ST

By Derryl Anderson

PORTLAND, OR, OCT. 19

Canby's Becky Schneider went 1-1 to claim the overall in the 500cc Amateur class of the short track today at the Meadows Race Track.

In the first moto Schneider got the holeshot followed by Kevin Wise, Ryan Anderson, Merle Smith and Reed Eilts. Schneider went out to a 20-yard lead as Anderson pressured Wise everywhere. Anderson rode turns three and four wide open out wide on the cushion and laid it into turn one right on the groove in front of Wise to take over second. The two of them fought tooth-and-nail all day long bringing the crowd to life. Out front Schneider was running a perfect race continuing to hold a small lead. Out back Smith and Eilts had a battle of their own going for fourth. At the checkered flag it was Schneider, Anderson, a very close Wise, and then Smith and Eilts.

In the final moto Schneider got the holeshot, ahead of Wise, Anderson, Smith and Eilts. On lap two Nationally ranked Amateur Champion, Anderson once again slid past Wise for second. Again these two riders battled wheel-to-wheel for the lead position. Back in the pack Eilts passed Smith on lap four to control fourth. Schneider rode another flawless race, maintaining a 25-yard lead over the battle of Anderson and Wise. On lap five Wise took over second when Anderson got into turn one too hot and slid off the groove. At the checkered flag the order was Schneider, Wise, Anderson, Eilts and Smith.

In the 500cc Pro class it was Ron Adams grabbing the lead ahead of Garth Mulkey, Jim Perry, Ryan Fisher, Troy Yeo and Dean Autrey. Fisher went down in turn one, but was up quickly and rejoined the race. On lap two Autrey got past Yeo, as Fisher went down again in turn three and DNF. With one lap to go Adams, Mulkey and Perry rode three abreast for most of the lap. At the flag it was Adams taking the win, with Mulkey and Perry rounding out the top three spots.

In the final moto Autrey got the early lead followed by Perry and Yeo. Fisher and Mulkey started moving through the pack right away. On lap two Fisher had taken over first with the rest of the pack running ultra-close. By lap five Mulkey was up to third and a lap later he was in second looking for Fisher. Fisher and Mulkey were close as the others strung out about 10 yards each. At the checkered it was Fisher followed by Mulkey, Perry and Adams.

Results

WEE PEE WEE: 1. Jessica Kirkman (Yam); 2. Joshua Currey (Hon); 3. Jim Kirkman (Yam).
PEE WEE: 1. Mike Fetty (Kaw).
MINI: 1. Ryan Anderson (Kaw).
125: 1. Eddie Gerrish (Kaw).
250-500: 1. Becky Schneider (Yam); 2. Kevin Wise (Yam); 3. Ryan Anderson (Kaw).
500 PRO: 1. Garth Mulkey (Hon); 2. Ron Adams (Hon); 3. Jim Perry (Hon).

Turpin sweeps Rome Cycle Ranch

By Gary Crider

ROME, GA, OCT. 19

The sixth and final round of the Georgia Cycle Supply Fall MX Series at Rome Cycle Ranch was highlighted by spectacular rides turned in by A division competitors Keith Turpin and David Kelley. Turpin notched four runaway wins in the 125 and 250cc/Open A motos while Kelley turned a pair of bad starts into a pair of second place finishes in 250cc/Open A action.

Fox/Dunlop-backed Turpin quickly took over the first 250cc/Open A moto lead while Kelley spent the early laps moving his Yamaha of Prattville/Answer-backed YZ from 10th to fifth where his progress was slowed by a tenacious Tommy Martin. After a two-lap dice, Kelley got past and set his sights on the Rick Lindell/Joe Rogers duo. Kelley soon dispatched Rogers and hounded Lindell for one-and-a-half laps. Kelley then drove under Lindell in a high-banked left-hander. The pair crested the following camel-back jump side-by-side and, in the next turn, Kelley took over second spot. Kelley pulled away from Lindell in the remaining three laps but Turpin was long gone.

Turpin holeshot the second moto and set sail while Kelley got another poor start. Laps three through six saw Kelley locked in fourth position behind the tight duo of Lindell and Martin. Martin eventually dropped Lindell to third and Kelley followed Martin's move past Lindell. With two laps remaining in the moto, Kelley passed Martin to finish second. Martin was third overall in a tied score over Lindell.

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PHOTO BY GARY CRIDER

250/Open class winner Keith Turpin follows directly behind Joe Rogers (245) at the start of moto one at Rome Cycle Ranch in Georgia.

The Open B division's top series contenders Chad Young and Billy Ethridge squared off for two motos of close racing. In moto one, Young led all the way with Ethridge applying pressure from second. The tables were turned in moto two as Ethridge took the lead at turn one. Young started seventh but eventually worked his way through traffic to challenge Ethridge's lead. In the final turn on the last lap, Young got by to win with a perfect score. "I really wanted that win," said Ethridge, "but Young had me psyched out and I made a mistake at the last moment."

In fierce 125cc C action, Klotz/Gear-backed Brad Jimison took over the first moto lead after getting by Tommy Bilz and Gabe Gaddis. Paul Cline, supported by an enthusiastic cheering section, moved up from fifth spot and, on the last lap, slipped past Jimison for the win.

Moto two saw Marc Waddle in command of the lead until Cline took over and won. Waddle's 5-2 tally netted third overall behind Jimison and Cline. In the series standings, Cline's perfect score moved him into the runner-up slot, one point over Waddle. Jimison won the series by a narrow seven-point margin over Cline.

The opening 250cc C moto saw Waddle lead Jimison in close tandem all the way to the checkered. In moto two, Jimison showed the way with Waddle following closely until the last lap when the pair collided. Jimison fell and Waddle took the win to net a perfect score. Jimison remounted to finish 2-2. Jimison earned the series championship by a comfortable margin over Waddle and Michael Henderson.

Results

65 MINI: 1. Ryan Reynolds (Kaw); 2. Dwayne Bone (Hon); 3. Danny Haynes (Kaw).
JR MINI: 1. Matt Shue (Yam); 2. Shannon Brooker (Yam); 3. Brian Raymond (Kaw).
SR MINI: 1. Trey Phillips (Kaw); 2. Matt Shue (Yam); 3. Gary Brown (Kaw).
125 C: 1. Paul Cline (Hon); 2. Brad Jimison (Hon); 3. Marc Waddle (Hon).
250 C: 1. Marc Waddle (Hon); 2. Brad Jimison (Hon); 3. Michael Henderson (Hon).
125 B: 1. Kenny Kizzar (Yam); 2. Todd Neal (Hon); 3. Ashley Epps (Hon).
250 B: 1. Kenny Kizzar (Yam); 2. Jason Coleman (Hon); 3. Bryan Jernigan (Hon).
OPEN B: 1. Chad Young (Yam); 2. Billy Ethridge (Hon); 3. Milton Garner (KTM).
SR 30+: 1. Kimbo Rutledge (Kaw); 2. Dale Deaton (Yam); 3. Tommy Smith (Kaw).
ENDURO: 1. Leon Smith (Hon); 2. Richard Shiflett (Kaw); 3. Stan Hightower (Kaw).
125 A: 1. Keith Turpin (Hon); 2. Wallace Fincher (Kaw); 3. Danny Payne (Hon).
250/OPEN A: 1. Keith Turpin (Hon); 2. David Kelley (Yam); 3. Tommy Martin (Hon).
FINAL SERIES POINT STANDINGS
65 MINI: 1. Ryan Reynolds (297); 2. Dewayne Bone (260); 3. Eric Pinson (208).
JR MINI: 1. Matt Shue (267); 2. Brian Raymond (234); 3. Shannon Brooker (213).
SR MINI: 1. Trey Phillips (271); 2. Gary Brown (211); 3. Jake McClure (188).
125 C: 1. Brad Jimison (253); 2. Paul Cline (247); 3. Marc Waddle (246).
250 C: 1. Brad Jimison (288); 2. Marc Waddle (257); 3. Michael Henderson (188).
125 B: 1. Kenny Kizzar (285); 2. Todd Neal (256); 3. Ashley Epps (194).
250 B: 1. Kenny Kizzar (300); 2. Jason Coleman (236); 3. Bryan Jernigan (205).
OPEN B: 1. Chad Young (274); 2. Billy Ethridge (241); 3. Milton Garner (213).
ENDURO: 1. Milton Garner (278); 2. Leon Smith (235); 3. Richard Shiflett (222).
SR 30+: 1. J.C. Purvis (248); 2. Dale Deaton (246); 3. Kimbo Rutledge (207).
125 A: 1. Sean Dukes (233); 2. Wallace Fincher (204); 3. Joe Rogers (189).
250/OPEN A: 1. Joe Rogers (231); 2. Tommy Martin (212); 3. Ross Johnston (192).

LISC titles decided at Westhampton Motocross

By Rick Golden
WESTHAMPTON, NY, OCT. 25

Going into the day's racing at Westhampton, no less than six class titles would be decided at the final MX of the Long Island Sports Committee season.

The biggest spread was seven points in the Open Amateur and the Senior Mini classes. In the Open division, Ed Markstaller clinched the series title by scoring the overall win over last year's winner, Scott Nickerson. Markstaller had taken a two-year break from racing before coming back and winning his class this year.

In the Senior Mini class, last year's number one rider Brett Marascia made a valiant effort to repeat against Jason Rivas who was the runner-up in '85. Marascia notched the win in the first moto with Rivas finishing fourth. But Rivas came back to win the second moto and clinch the class title.

In the Senior Amateur class, Jim Breiner held a six-point lead over Dwight Covell who put on a real charge and took the overall win on the day. But that wasn't enough to close the gap on Breiner who ended the year as the class champ.

The tightest title race was in the 125cc Amateur class where only six points separated first through fourth going into the day's finale.

Bad luck while practicing kept Pete Fritscher out of action today. He held a one-point lead over Mike Bilardello, but Bilardello scored the overall win and won the class championship despite an inspired ride by Sean McGregor.

Results

PEE WEE: 1. Ed Dondero (Kaw); 2. Steven Jackson (Hon); 3. Kenny Plass (Kaw).
JR MINI: 1. Andrew Steffek (Hon); 2. John Ruddy (Kaw); 3. Joe Weber (Yam).
SR MINI: 1. Brett Marascia (Kaw); 2. Jason Rivas (Yam); 3. Joe Dondero (Kaw).
125 AM: 1. Mike Bilardello (Hon); 2. Sean McGregor (Hon); 3. Dean Mauro (Hon).
250 AM: 1. Mike Baldwin (Hon); 2. Mike Minerva (Yam); 3. Steve Passalaqua (Hon).
OPEN AM: 1. Brian McCann (Yam); 2. Doug Wholey (Yam); 3. Roger Meyers (Kaw).
125 EX: 1. John Franco (Hon); 2. Bob Fink (Kaw); 3. Howard Brode (Suz).
250 EX: 1. Eminel Neda (Hon); 2. Keith Mann (Yam); 3. Jim Habacker (Suz).
OPEN EX: 1. Keith Mann (Yam); 2. Angelo Santaniello (KTM); 3. Brad Hores (Hon).
SR AM: 1. Dwight Covell (Yam); 2. Spencer Hess; 3. Jim Breiner (KTM).
SR EX: 1. Pat Astegher (Hon); 2. Lee Herron (Hon); 3. Bud Fee (Hus).
SUP SR: 1. Irwin Frantz (Hon); 2. Ed Andriola (KTM); 3. Rick Golden (Yam).
250 NOV: 1. William Stuba; 2. Dean Fritscher; 3. Greg Wolf.
125 NOV: 1. Joe Hoffman; 2. Andrew Kosta; 3. John Ferrentino.

Iwanaga, Smith Monterey ST stars

By Mike Vancil
MONTEREY, CA, OCT. 18

Paul Iwanaga put in another sterling performance at the short track at the Monterey Fairgrounds. The young pro was clearly the star of the show and quickly established himself as the man to beat when he walked away with the heat race victory. The immaculate Honda four stroke of Iwanaga is sponsored by Gilroy Honda, Lee Racing, T.I. Landscaping and Richard Braquet Racing.

In the final the hardest and most persistent challenge came from Kurt Chandler on a Honda. Chandler did everything legally allowed to get by but could just barely pull abreast on occasion. Iwanaga's drive off the corners seemed to be the winning edge. With three laps to go Craig Johnson came up to challenge Chandler and was able to take second place from him.

Tonight's races brought out several motocross riders who elected to try their luck. As always, they had to remove their front brake actuating levers to comply with the rules. In three classes the MXers came out on top. Danny and Jeff Wenger each won a class and Joey Rodriquez won one. Their success is expected to have several effects; it is likely enough to bring them and other motocross riders back and it will surely make the flat trackers try harder to prevent such invasions.

Both the 500cc Novice finals were exciting; the first because Al DeHoyos, on a 500cc Triumph, crashed forcing a restart. Then he held the lead for several laps before being dropped to second then third. Hot novice riders John Pack, sponsored by Auto Import/Repair, M-B Racing and Giammancos Drafting and Design, and Lawrence Greene were the two that relegated DeHoyos and his Triumph to third place.

In the second Novice final a race-long battle between Joe Kamm on a Can-Am and Melvin Elias on a Yamaha had the fans on the edge of their seats. Kamm is a frequent winner in the events put on by R & D Enterprises but on this night the most improved novice rider of 1986, Elias, was not about to let it happen again. Elias kept his Yamaha in front the whole distance and as Kamm would get close for an attempt to pass he just reached down a little further for the ability to throw the thumper into the next corner just a little harder than before. Lap after lap the cat and mouse game continued, but when the checkers came out it was Elias the winner.

Results

PEE WEE 50 4-6: 1. Junior Alvernaz (Yam).
PEE WEE 50 7-8: 1. Jeff Gabhart (Yam); 2. Curtis Peebles (Yam).
MINI 60 NOV: 1. Brian Sgheiza (Yam).
MINI 60 JR: 1. William Luker (Kaw).
MINI 80 NOV: 1. Danny Wenger (Hon).
MINI 80 JR: 1. Joey Rodriquez (Hon).
250 NOV DIV 1: 1. Manuel Ponte III (Hon); 2. Antone Mellow (Hon).
250 NOV DIV 2: 1. Jeff Wenger (Kaw); 2. James Luker (Kaw).
250 JR: 1. Anthony Mitchell (Hon); 2. Kenny Waag (Yam).
500 JR: 1. Ricky Smith (Suz); 2. Mark Butler (Yam); 3. Steve Stewart (Yam).
500 NOV DIV 1: 1. John Pack (Hon); 2. Lawrence Greene (Hon); 3. Al DeHoyos (Tri).

500 NOV DIV 2: 1. Melvin Elias (Yam); 2. Joe Kamm (C-A).
500 EX: 1. Paul Iwanaga (Hon); 2. Craig Johnson (Rtx).
KING OF THE BAY: 1. Ricky Smith (Suz).

Damron tops Baylands ST

By Mike Vancil

FREMONT, CA, OCT. 17

The Class C flat track equipment was brought to Baylands Raceway Park to ride a track used all season long by the Class A speedway racers. The experiment was very successful and the enthusiasm of fans and racers was as positive and jubilant as the nights' best rider, Rob Damron. Damron rounded out the 1986 AMA Camel Pro season with two very solid finishes in the Junior division and tonight he further proved that he is keenly tuned to the demands of racing.

At the flash of the green light in the final Damron was into the first corner with Cory Perreault, a hot new prospect from San Jose. Perreaults' hard charging style brought the two racers together several times in the early running but neither fell. The smooth as silk track and wide racing surface allowed the riders a number of lines through the corners. It was because of this that Damron was able to set up Perreault; he't take Perreault into the corner hard and use an outside line which invited Perreault in low. Damron then would make a point out of the corner and dive back underneath Perreault coming out. Their battle carried them 20 feet in front of the pack of 10 other competitors.

Damron carried the lead to the checkers and Perreault was able to hold off Kris Kiser. For the early part of the final Frank Sanchez held third place behind Perreault but a near brush with the wall in the third turn allowed Kiser to take the position away. Damron and his Rotax were picture perfect.

Results

60: 1. Jeff Gabhart (Yam); 2. Junior Alvernaz (Yam); 3. Shaun Russell (Yam).
80: 1. Jake Zemke (Yam).
250 NOV: 1. Randy Cechetto (Hon).
250 JR: 1. David Mosier (Yam).
500 NOV: 1. Randy Cechetto (Hon); 2. Russell Panelli (Hon).
500 JR: 1. Cory Perreault (Yam); 2. Jimmy Sanchez (Hon); 3. Rick Cremona (Yam).
500 EX/PRO: 1. Rob Damron (Rtx); 2. Cory Perreault (Yam); 3. Kris Kiser (Hon).

Becker consistent at Woodland MX opener

By Derryl Anderson

WOODLAND, WA, OCT. 12

Jody Becker rode a consistent 2-2-2 to win the overall in the 125cc class of the scrambles held at the motocross park in Woodland today.

In the first moto Eddie Gerrish got the scratch followed by Troy Hutson, Dan Hansen, Don Blasdell, Joe Juenemann, Jeff Papke, Becker and Rick Smith. Lap after lap Becker continued to pick off riders until he was finally up to second. Gerrish was smooth as he took the first checkered flag ahead of Becker, Hansen, Papke, Smith and the others.

In moto two Gerrish got the scratch followed by Becker, Smith, Blasdell, Hansen, Papke and Juenemann. On lap two Blasdell went under Smith for third. Meanwhile, Gerrish was going great out front while leading Becker, Blasdell, Smith, Hansen and the others to the checkered flag.

In the final moto Hansen got the holeshot ahead of Becker, Blasdell, Papke, Smith, Juenemann and Gerrish, who fell off and had to get restarted. Becker chased Hansen lap after lap but couldn't make a pass stick. At the checkered flag the order went Hansen, Becker, Blasdell, Papke and the others.

In the Open Four-Stroke class it was Rick Mscichowski getting the scratch over Becky Schneider, Joe Juenemann and Jerry Hicks. On lap two Juenemann got by Schneider as Hicks was looking for an opening. Lap three saw Hicks slide under Schneider while going through the doggleg. At the checkered flag the order went Mscichowski, Juenemann, Hicks and Schneider.

The second moto saw Mscichowski jump the line and go to the back row, but he still managed to dig out the scratch ahead of Hicks and Juenemann, who wered running side-by-side. Schneider was unable to make the last two motos. Finally Hicks pulled a small lead on Juenemann while going down the back stretch. On lap four Hicks went hard into turn one and tried to squeeze under Mscichowski, but there wasn't enough room to make the pass. At the flag it was Mscichowski, Hicks then 15 yards back to Juenemann.

In the final moto Hicks got the holeshot and went wire-to-wire ahead of Mscichowski and Juenemann.

Results

PEE WEE: 1. Mike Fetty; 2. Arric Staples.
WEE PEE WEE: 1. Joshua Currey.
MINI: 1. Chris Bailey; 2. Ryan Anderson.
125: 1. Jody Becker; 2. Dan Hansen; 3. Eddie Gerrish.
250: 1. Eddie Gerrish; 2. Jeff Miles.
2-WHL OPEN: 1. Mike Niday; 2. Daryl Staples.
4-STRK OPEN: 1. Rick Mscichowski; 2. Jerry Hicks.

Perry fast at Portland Meadows Short Track

By Derryl Anderson

PORTLAND, OR, SEPT. 21

Jim Perry came to the new Portland Meadows Short Track and went 1-1 to claim the overall in the 500cc Pro class. Today's format consisted of three races. One to establish starting positions and two for scoring the overall winner.

In the first race Rick Mscichowski got the holeshot head of Jim Perry, Robert Frohs, Jeff Kirkland, Dean Autrey and Aaron Waggoner. By lap two, Perry slid under Mscichowski for the lead, which he held to the end. Autrey and Waggoner also displayed some fine riding as they both moved up two positions. At the checkered flag it was Perry, Mscichowski, Autrey, Waggoner, Frohs and Kirkland.

In the first 500cc Pro race, Perry got the scratch but a restart was required. Once again Perry got the start and went wire-to-wire. Autrey lost his chain and finishing behind Perry was Mscichowski, Waggoner, Frohs, Kirkland and Autrey.

The last race saw Perry, Mscichowski and Frohs three abreast off the line for almost half a lap. Autrey came from the middle to second within a lap while the others strung out. Perry and Autrey battled tooth and nail right to the end. On lap three Autrey took over the lead but Perry soon repassed for good. Autrey continued to pressure Perry but couldn't get by again. At the finish it was Perry, Autrey, Mscichowski, Kirkland, Waggoner and Frohs. •

Results

50: 1. Jessica Kirkman; 2. Jim Kirkman Jr.; 3. Rick Grigsby.
60: 1. Ryan Anderson; 2. Noah Kirkland; 3. Eric Burkinshaw.
80: 1. Ryan Anderson; 2. Noah Kirkland; 3. Eric Burkinshaw.
500 AM: 1. Tim Hall; 2. Merle Smith; 3. Jim Krist.
500 PRO: 1. Jim Perry; 2. Rick Mscichowski; 3. Dean Autrey.

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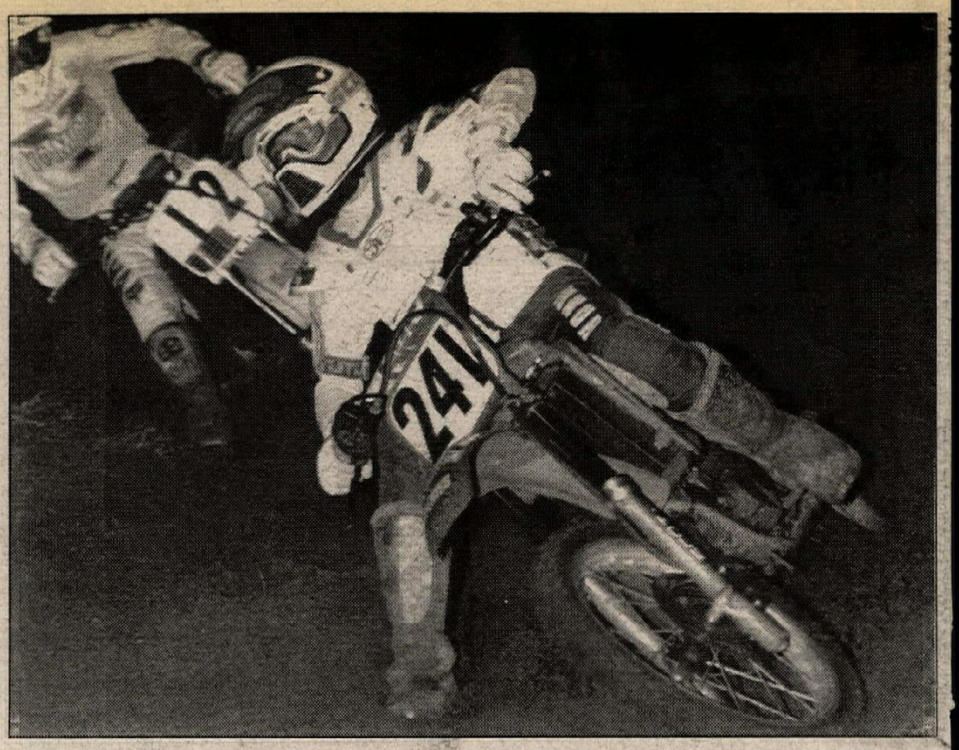

Justin Jackson (12) battles Ernie Millan for the lead in the Mini A class at Ocala's MX in Florida. Jackson scored the win, Millian was second.

Ocala MX to Latina

By Gwen Millan

OCALA, FL, OCT. 18

The seventh round of the FMC Fall Series was run under the lights at Ocala MX. Kawasaki-mounted Josh Latina, a local rider, topped the 60cc class.

Latina pulled off the holeshot at the start of the first 60cc moto, followed closely by Jason Overstreet. Lap two saw Latina maintaining his lead but it also saw Overstreet go down. Noel Kitsch took over second, Chris Thoms moved into third, and Brad Packer took over fourth.

Latina opened up a gap and sailed home the winner but while Kitsch held on to finish second, third place was lost by Thoms when he took quite a fall which allowed Packard to take over the show spot for good. Keith McQuaig took fourth.

Latina was in the lead at the start of the second moto with Kitsch pressing hard behind him. Overstreet and Thoms were battling for third and McQuig and Packard were trying to catch them.

Latina, Overstreet and Thoms finished 1-2-3 with fourth going to Packard over McQuaig. Latina, of course, was the overall winner with Overstreet second, Packard third and McQuaig fourth.

Mike Reynolds won the first moto in the Senior class, ahead of early leader Robert Proctor, Lee Strickland and Ernie Millan.

Second moto action saw Millan scored the win over Strickland, Henry Prince, Reynolds, and Robert Godfrey who was riding with a very sore shoulder.

Millan's 4-1 earned him the Senior class overall victory over Strickland and Reynolds.

Results

MINI A: 1. Justin Jackson (Yam); 2. Ernie Millan (Hon); 3. Eric Ryo (Kaw).
MINI B: 1. Chris Umstead (Yam); 2. Josh Latina (Yam); 3. Travis Blackburn (Kaw).
MINI C: 1. Kenny Hansen (Kaw); 2. Jody Underwood (Kaw); 3. Kyle Myers (Hon).
125 B: 1. Aaron Yonely (Hon); 2. Kevin Roberts (Kaw); 3. Eric Rys.
125 C: 1. Claude McQuaig (Hon); 2. Brian Hall (Hon); 3. Brian Broussard (Yam).
250 A: 1. MArk Peterson (Kaw).
250 B: 1. T.J. Brantley (Kaw); 2. Brent Cole (Kaw); 3. Dusty Holt (Kaw).
250 C: 1. Jim Gruenwald (Kaw); 2. David Osborne (Hon); 3. Jon Allen (Kaw).
OPEN A: 1. Ernie Millan (Hon).
OPEN B: 1. Victor Hunter (Hon).
OPEN C: 1. Gary Briles (Hon); 2. Michael Smith (Hon); 3. Johnny Ingle (Hon).
PEE WEE: 1. Billy Scott (Yam); 2. Kirk Overstreet (Yam); 3. Richard Ingle (Yam).
60: 1. Josh Latina (Kaw); 2. Noel Kitsch (Kaw); 3. Jason Overstreet (Hon).
PP: 1. Laurie Kitsch (Kaw); 2. Dean Joiner (Suz).
SR: 1. Ernie Millan (Hon); 2. Lee Strickland (Suz); 3. Mike Reynolds (M-S).
100: 1. Justin Jackson (Yam); 2. Ernie Millan (Hon).

Barr cleans up at Riverside MX

By Loren & Barbara Williams

TRAVELERS REST, NC, OCT. 19

Rodney Barr was the hot ticket today at the first race of the Southeastern Motorcycle Dealers Outlaw Series. Barr rode borrowed Kawasakis to victories in the 125 and 250cc Pro classes at Riverside's MX.

In the 125cc Pro class qualifier Barr had to fight off the challenges of Jim Chester and Brian Justice, but was able to put all that behind him in the main as he grabbed the holeshot and led the whole way. Barr was way out front, but there was plenty of action among the rest of the field. Aaron Bollinger rode the entire moto in second despite crashing on lap three. Jim Chester was also in the thick of things, but he also crashed on lap three and then dropped back.

Barr was mounted on Cooter McClure's KX 250 in the 250cc Pro class and he again proved to be the fastest rider on the track. Barr trailed Robbie Taylor early in the 250cc Pro qualifier, but by the end of the second lap he got by Taylor and pulled away for the win. In the main Barr was in the lead wire-to-wire, maintaining a comfortable lead all the way to the finish. With Barr out front it was left for Taylor, Mark Spriggle and Chester to argue over who would claim the runner-up position. In the end it was Taylor, who was back in action this week after being sidelined with a broken right arm, who took second place honors.

Results

JR PEE WEE: 1. Bridgette Ables (Yam); 2. Jonathan Sentell (Yam); 3. Travis Dill (Hon).
PEE WEE: 1. Willie Ables (Kaw); 2. Shane Clampett (Hon); 3. Joey Dillard (Kaw).
JR MINI (7-12): 1. Michael Poore (Kaw); 2. Tilden Sytron (Kaw); 3. Keith Dill (Hon).
SR MINI (13-16): 1. Mike Brown (Hon); 2. Chad Leigh (Kaw); 3. David Dickerson (Kaw).
125 NOV: 1. Kenneth Merritt (Hon); 2. William Reel (Kaw); 3. Chris Steifel (Cag).
125 AM: 1. Stephen Haupt (Hon); 2. Chris Tucker (Yam); 3. Eric Burrell (Suz).
125 PRO: 1. Rodney Barr (Kaw); 2. Aaron Bollinger (Hon); 3. Keith Watson (Hon).
250 NOV: 1. Chris Rash (Hon); 2. Steve Owens (Hon); 3. DJ Zellner (Hon).
250 AM: 1. Cooter McClure (Kaw); 2. Bobby Gilbert (Hon); 3. Billy Howell (Kaw).
250 PRO: 1. Rodney Barr (Kaw); 2. Robbie Taylor (Yam).
OPEN AM: 1. Tim Lingerfelt (Kaw); 2. Mark Dolen (Mai); 3. Dee McDaniel (Hon).
ENDURO: 1. Lester Norton (Yam).

RESULTS

Motocross
Las Vegas MX Club
Las Vegas, NV
Sept. 28
By Dick Goodwin

PEE WEE STK NOV
Randy Finch
Billy Eister
Robby Rusch
PEE WEE STK INT
Jason Patridge
Steve Ireland Jr.
John Meng
JR CYC NOV STK 6-8
John Meng
Michael Laskowitz
Willie Hufford
JR CYC INT STK 6-8
Jason Patridge
JR CYC NOV STK 9-11
Greg Zaratiegui
Frankie Villegas
Sean Conner
JR CYC INT STK 9-11
Mike Gilbert
Carey Hart
Brian Barnson
PP
Julie Riddle
Mary Ann Gusakov
JR CYC NOV MOD 9-11
Greg Zaratiegui
Steve Howe
JR CYC INT MOD 9-11
Mike Gilbert
Carey Hart
Jimmy Griego
80 NOV STK 9-11
Frankie Villegas
Sean Conner
Ricky Helm
80 INT STK 9-11
Mike Michels
Mike Gilbert
Carey Hart
80 INT STK 12-16
Eric Griffith
80 NOV STK 12-16
Johnny Camden
Andy Mallman
Danny Mosca
80 EX STK 12-16
Derek Titus
David Griego
80 INT MOD 9-11
Mike Michels
80 NOV MOD 12-16
Jeff Caldwell
80 EX MOD 12-16
David Griego
125 NOV
Chris Trickle
Jeff Hodge
Fabian Gomez
125 INT
Kerry Mulligan
Ken Arnold
Robert Flores
125 PRO
Sean Stelle
250 NOV
Chris Trickle
Steve Goodwin
Jeff Murphy
250 INT
Brad Simcox
Frank Singer
Alex Hill
250 PRO
Scott Underwood
500 NOV
Larry Tashiro
Jack Downey
Justin Chatterson
500 INT
Frank Singer
Ron Goodwin
Gelen Mason
VET INT
Jim Barnson
Craig Mojeske
Bill Bearup Jr.
VET EX
Barry Hill
500 PRO
Richad Wilk
Barry Hill

Motocross
FMC Fall Series
Florida Sptsmn MX
Bunnell, FL
Oct. 5

60	
Josh Latina	Kaw
Noel Kitsch	Kaw
Chris Thoms	Kaw
100	
Justin Jackson	Yam
Ernie Millan	Hon
MINI C	
Jody Underwood	Kaw
Kenny Hansen	Kaw
Kyle Myers	Hon
MINI B	
Travis Blackburn	Kaw
MINI A	
Justin Jackson	Yam
Ernie Millan	Hon
125 B	
Wes Keenum	Yam
Kevin Roberts	Kaw
T.J. Brantley	Kaw
125 C	
Robert Smith	Hon
Brian Broussard	Yam
Lonnie Blackburn	Kaw
250 A	
Alan Lucy	Hon
250 B	
T.J. Brantley	Kaw
Brent Cole	Kaw
Dusty Holt	Kaw
250 c	
David Osborne	Hon
Jim Gruenwald	Kaw
Johnny Ingle	Mai
OPEN A	
David Adams	Hon
OPEN B	
Todd Lancaster	Hon
Victor Hunter	Hon
OPEN C	
Mark Bazinet	Hon
William Holstein	Hon
PP	
Laurie Kitsch	Kaw
Patty Millan	Hon
Dean Joiner	Suz
SR	
Robert Godfrey	Suz
Victor Hunter	Hon
Kenneth Nordan	Hon

Motocross
Texas Rio Bravo
Houston, TX
Oct. 10

TEENIE MINI	
W. Richardson	Yam
Carter Schneider	Yam
Victor Adon	Kaw
MINI 80	
David Lamburt	Yam
Nicky Moomaw	Kaw
Kris Hughes	Suz
125 BEG	
Jason Izard	Kaw
Dean Holms	Kaw
Kevin Richardson	Yam
125 NOV	
Jeff Edwards	Yam
C. Armstrong	Kaw
Robert Booth	Hon
125 INT	
Rhea Robinson	Yam
Tommie Jackson	Hon
250 NOV	
Rober McCorkel	Hon
Keith Ford	Yam
Eddie Jones	Hon
250 INT	
Kevin Branch	Suz
Stacy Horn	Yam
Mike Murray	Hon
OPEN	
Kenny Paulica	Kaw
Mike Harris	KTM
Steve Wiselik	Hon
EX	
Mark Millor	Hon
Dave Shade	Kaw
Jerry Lablanc	Yam

Motocross
County Line Raceway
Vance, AL
Oct. 18
By Dixie Cash

60	
Bruce Pinson	Hon
80 SR	
Chris Boyd	Kaw
Sam Gallegly	Kaw
125	
Kenny Turner	Kaw
Randy Veterno	KTM
Paul McDaniels	Hon
250	
Ken Potts	Yam
Earl Persinger	Yam
250 2 YR & OLDER	
Dwayne Maddox	Yam
ENDURO	
Phil Williams	Kaw
Dale Faulkner	KTM
OPEN	
Rob Roberts	Hus
50	
Clint Simpson	Yam

Motocross
County Line Raceway
Vance, AL
Oct. 25
By Dixie Cash

60	
Matt Neal	Kaw
Bruce Pinson	Hon
80 JR	
Micheal Pinson	Kaw
80 SR	
Sam Gallegly	Kaw
250	
Miles Tracy	Suz

Motocross
Cycleland Spdwy
Chico, CA
Oct. 25

MINI NOV	
Scott Rusyn	
MINI JR	
Spud Walters	
125 NOV	
Gary Hatfield	
250 NOV	
John Neary	
Jim Neuhart	
Stacey Rowe	
500 NOV	
Robert Carrel	
Roger Bonham	
VET	
Gerry Castillo	
EX	
Tommy Odekirk	

Motocross
NESC
Southwick, MA
Oct. 26

85 NOV	
Kris Anzelmo	Kaw
Todd Campopiano	Hon
Holly Zimmerman	Hon
125 NOV JR	
Robert Martin	Hon
Ron Jackson	Kaw
Terry Edgecomb	Kaw
125 NOV	
Junious Hopkins	Hon
John Moulton	Hon
Bob Muscemi	Hon
250 NOV	
Peter Kennedy	Hon
Gary Krystopak	Hon
Tom Murray	Hon
OPEN NOV	
Bob Buresh	Hon
Bob Doyle	Hon
Francisco Colon	Yam
125 AM	
Doug Henry	Hon
Todd Richotte	Yam
Jim Boschen	Kaw
250 AM	
Steve Cooke	Yam
Todd Marsh	Yam
Bruce Bussolini	Hon
OPEN AM	
Ken Kaplan	Hon
Don Michaud	Hon
Robert Hokans	Kaw
125 EX	
Wemyss Scott	Yam
Randy McCann	Kaw
David Antonucci	Kaw
250 EX	
Wemyss Scott	Yam
John Dowd	Yam
Pat Barton	Yam
SR	
Mark MaLonson	Hon
Bruce Fisher	Yam
Jack Weaver	KTM
85 AM/EX	
David Fantini	Suz
Shawn Conray	Kaw
Tony Larusso	Yam

Motocross
County Line Raceway
Vance, AL
Nov. 1
By Dixie Cash

60	
Bruce Pinson	Hon
80 SR	
Sam Gallegly	Kaw
125	
Scott Hinesley	Hon
Paul McDaniels	Hon
Kenny Turner	Kaw
250	
Miles Tracy	Suz
Earl Persinger	Yam
250 2 YR & OLDER	
Dwayne Maddox	Yam
OPEN	
Joel Howard	Hon

Short Track
Final Point Standings
District 6
Harrisburg, PA
Nov. 6
By Len Breech

55	
Ricky Winsett	144
Randy Shank	134
John Winsett	61
60	
Randy Shank	21
80 AM	
Kevin Varnes	183
Chuck Wrecsics	62
Harold Dorsey	34
80 EX	
Georgie PRice	84
Jill Lautenbacher	10
Rich Mellinger	8
AM	
Joe Heberling	247
Dave Lesnick	235
George Fultz	166
Ben Machamer	161
SR	
Joe Heberling	133
Wayne Franklin	63
Richard Foard	48
PRO	
Tom Majeski	74
Randy Texter	66
Joe Bromley	30
EX	
Rob Majeski	190
Dale Gingrich	180
Georgie Price	136
55	
Randy Shank	30
Ricky Winsett	22
Danny Leale	6
John Winsett	6
80 AM	
Kevin Varnes	25
Eugene Dierolf	19
Barry Taggart	9
80 EX	
Georgie Price	27
Jill Lautenbacher	18
Rich Melligner	5
AM	
George Fultz	32
Randy Buzzard	28
Todd Hurst	26
Mike Walton	26
EX	
Joe Bromley	45
Mark Burkholder	23
Steve Bromley	21

Motocross
Final Point Standings
NESC
Greenfield, MA
Nov. 10

85 NOV	
Scott Carter	159
Steve Harris	138
Dan Boone	123
Ken Brayman	92
David Debellis	69
85 AM/EX	
David Fantini	500
Wally Silva	437
Patrick Waitt	390
Craig Hoyt	371
Brandon Smith	325
125 AM	
Todd Richotte	516
Doug Henry	466
Fred Creundolo	354
Ken Kelliter	290
Jim Boshchen	279
OPEN AM	
Russell Stetson	425
Peter Nikias	412
Richard Crooker	347
Ken Kaplan	313
David Evans	308
125 EX	
Joe Waddington	419
Randy McCann	360
Wemyss Scott	350
Pat Barton	31
Bill Dzielak	275
250 EX	
Joe Waddington	349
David Rudnicki	323
Wemyss Scott	310
Lee Helliwell	277
Jim Meehan	230
SR	
David Clemence	452
Mark Malonson	441
Jack Weaver	325
Jim Pare	296
Dan Boone	270
SUP SR	
George Gunha	464
Frank LaJeunesse	364
David Faugno	346
John Linnens	336
Francisco Colon	335

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calendar

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CHAMPIONSHIP EVENTS

AMA/AATVA National C'ship Hare and Hound Series
12/6 Rocky Point, AZ

Dragbike! National Championship Series
11/15-16 Gainesville, FL

MRAN Desert Series
11-16 Las Vegas, NV
12-7 Las Vegas, NV

AFM Road Race Series
11/22-23* Rosamond, CA
*Endurance

Willow Springs Toyota/Budweiser Coke Formula USA and Kerker Superbike Series
11/22-23 Rosamond, CA

ARRA Road Race Series
12/6-7 Rosamond, CA
12/20-21 Riverside, CA

AAMRR Florida RR Series
11/30 West Palm Bch, FL

ADRA Desert Championship Series
12/6 Lukeville, AZ

NESC Championship MX Series
11/16 Middleboro, MA

Virginia Championship Hare Scrambles Series
11/16 Rural Retreat, VA

Sabine Enduro Circuit Series
11/16 Muenster, TX
2/22/87 String Prairie, TX
4/5/87 Thurber, TX
4/19/87 Fort Hood, TX

PRRO Road Race Series
12/6 Phoenix, AZ
12/7 Phoenix, AZ

Florida AMA Gold Cup Championship MX Series
11/16 Dade City, FL
11/23 Gainesville, FL

Florida Trials Association Series
11/29-30 Hernando, FL
12/14 Titusville, FL
1/4 Crooms, FL
1/18 Crooms, FL
2/1 Hernando, FL
2/28 Crooms, FL
3/1 Hernando, FL
3/22 Hernando, FL
4/12 Crooms, FL

F.T.R. Championship Hare Scramble Series
11/30 Plant City, FL
12/14 Daytona, FL
1/4 Winter Haven, FL
1/18 Plant City
2/15 Titusville, FL
3/29 W. Palm Beach, FL
4/12 Lake Placid, FL
5/31 Titusville, FL

NOVEMBER

S	M	T	W	T	F	S
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30						

DECEMBER

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28	29	30	31			

● Denotes Pro Payback

November 14

CALIFORNIA CMC MOTOCROSS
● Ascot Park, Gardena. Info 714/261-6116.
CALIFORNIA AMA SPEEDWAY
● Gold County Fairgrounds, Auburn. Info 916/448-7557.
SOUTH CAROLINA SUPERCROSS
Riverside Speedway, Greenville. Stepp Mill MX. Info 704/685-3033.
TEXAS MOTOCROSS
SMX Rio Bravo. Houston. Info 713/459-1235.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-3813.

November 15

ALABAMA MOTOCROSS
Bessemer. County Line Raceway. Info 205/477-5389 or 477-6848.
CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.
CALIFORNIA NIGHT DRAGS
● Carlsbad Raceway, Carlsbad. Info 619/727-1171.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SHORT TRACK
Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA POKER RUN
Toys For Tots. Slash X Ranch, 9 mi S of Barstow. Info 619/256-8617.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. R & R Racing. Info 813/986-4950.
FLORIDA MOTOCROSS
● FMC Supercross. Ocala Speedway, Ocala. Info 904/629-2962 or 622-9400.
GEORGIA MOTOCROSS
Southern Supercross, Dalton. Info 404/259-3184.
MICHIGAN MOTOCROSS
Indoor MX by Mike Shaw. Dearborn Civic Center, Dearborn. Info 313/561-3449 after 7:30.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717 or 462-4436.
NORTH CAROLINA MOTOCROSS
B & B Speedway, 8 miles east of Bridgersville. Info 919/243-4924.
TEXAS AMA FLAT TRACK & TT
Boyd Raceway, Boyd. Mike Kidd Promotions, TDTA. Info 817/284-1766 or 433-5587.

Nov. 15-16

CALIFORNIA MOTOCROSS
Kyle Fleming Memorial MX. Blythe. Info 602/993-4954.

November 16

ALABAMA MOTOCROSS
Warrior MX Track, Warrior. Info 205/849-8069.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
Wares Ferry MX, Montgomery. Info 205/277-1313.
CALIFORNIA MOTOCROSS
● Glen Helen Raceway, San Bernardino. CRC Info 213/830-7519.
CALIFORNIA TURKEY RUN
Oakland MC, Oakland. D-36. Info 415/534-6222.
CALIFORNIA ENDURO
Bad Mountain Enduro. Checkpoint MC. Gorman. Info 213/943-3328 or 714/898-5783.
CALIFORNIA ARA DESERT RACE
Turkey Chase. Barstow. Info 714/925-8608.
CALIFORNIA MOTOCROSS
● Argyll Park, 11 mi south of Dixon. Info 916/678-3592.
CALIFORNIA MOTOCROSS
● White Wolf Raceway, Bakersfield. CMC. Info 805/834-0284.
CALIFORNIA DESERT RACE
FRT Desert Shootout. AMA/D-38. Imperial County. Info 619/427-5759.
CALIFORNIA MOTOCROSS
● LACR. Palmdale. CRC. Info 213/830-7519.
CALIFORNIA GRAND PRIX
DCR. Perris Raceway, Perris. Info 714/371-6333.
CALIFORNIA MOTOCROSS
● Central CA Fall Series. Porterville. Info 209/673-8080.
CALIFORNIA ST/SCRAMBLES
Rocky Hill Speedway, Porterville. Info 209/562-3822.
FLORIDA MOTOCROSS
Gold Cup Series. Diamondback MX Park, Cocoa. Info 305/631-7377.
FLORIDA MOTOCROSS
AMA/WorldSports. Pasco County Fairgrounds, Dade City. Info 813/986-4950.
GEORGIA SHORT TRACK
Thunder Creek S.T., High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
Riverside Supercross, Calhoun. Info 404/629-4114.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
GEORGIA HARE SCRAMBLES
King Kelly. Ball Ground. Info 404/941-8464.
KENTUCKY HARE SCRAMBLES
Mid-South Winter Series. Cadiz. Info 615/331-1475.
MARYLAND SHORT TRACK
BCTRA. Indoor. Timonium Fairgrounds, Timonium.
MASSACHUSETTS MOTOCROSS
NESC Series. Middleboro. Info 413/772-0685.
MISSOURI MOTOCROSS
Four Seasons Raceway, Joplin. Info 417/781-3841.
NEVADA SCRAMBLES
M.R.A.N. European Scrambles. Boulder City Dirt Riders. Las Vegas. Info 702/457-0343.
NORTH CAROLINA MOTOCROSS
● Montrose MX, Raeford. Info 919/875-3805.
NORTH CAROLINA MOTOCROSS
Wilkes Co. MX Park, halfway between Lenoir & Wilkesboro. Info 704/758-4342.
OHIO HARE SCRAMBLES
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231 or 239-1598.
OHIO ENDURO
AMA/D-11 & 15. Treaty City MC, 3 1/2 mi N.W. of Greenville. Info 513/548-7197.
OHIO HARE SCRAMBLE
Action Sports Prom. Nelsonville. Info 614/753-2169.
OKLAHOMA ENDURO
Black Jack Enduro. Tulsa Trail Riders. John Zink Ranch, Tulsa. Info 918/245-7622.
PENNSYLVANIA MX/HS
M & G Racing. Hookstown. Info 412/693-2880.
SOUTH CAROLINA HARE SCRAMBLES
Fall Series. Interstate MX Park. Moore. Info 803/574-7930.
TENNESSEE MOTOCROSS
Muddy Creek MX, between Bristol & Kingsport. Info 615/323-8128.
TEXAS MOTOCROSS
Texas Rio Bravo. Houston. Info 713/459-1235.
VIRGINIA HARE SCRAMBLES
VA Champ. Series. Rattlesnake H.S. Rural Retreat. Info 703/228-6566/3118.

November 21

TEXAS MOTOCROSS
● Texas Rio Bravo, Houston. Info 713/459-1235.

Nov. 21-22

NORTH CAROLINA ARENACROSS
M & M Prod. Western NC Agriculture Center, Asheville. Info 919/342-4492.

November 22

ALABAMA MOTOCROSS
● La Fayette. Penton MX. Info 205/864-9448 or 864-9641.
CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522

CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info 619/727-1171.
CALIFORNIA SHORT TRACK
Monterey County Fairgrounds, Monterey. Info 408/449-7367.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. R & R Racing. Info 813/986-4950.
FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Southern Supercross, Dalton. Info 404/259-3184.
MARYLAND SHORT TRACK
Indoor S.T.Timonium Fairgrounds, Timonium. BCTRA.
NEVADA MOTOCROSS
● NMA Fall Nationals. Las Vegas. Info 213/868-8112.
NORTH CAROLINA MOTOCROSS
B & B Speedway, 8 miles east of Bridgersville. Info 919/243-4924.
TEXAS AMA FLAT TRACK & TT
Boyd Raceway, Boyd. Mike Kidd Promotions. Info 817/284-1766 or 433-5587.

November 23

ALABAMA MOTOCROSS
County Line Racetrack, Vance. Info 205/385-2690.
ALABAMA MOTOCROSS
Warrior MX Park, Warrior. Info 205/849-8069.
CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840 or 242-7979.
CALIFORNIA FAMILY ENDURO
Great Pumpkin. FRA. Lucerne Valley. Info 714/666-0238.
CALIFORNIA MOTOCROSS
● Sandhill Ranch, Brentwood. Info 415/634-3328 or 209/524-7013.
CALIFORNIA GRAND PRIX
Los Angeles County Raceway, Palmdale. CRC. Info 213/830-7519.
CALIFORNIA MOTOCROSS
● Central CA Fall Series. CMC. Tulare. Info 209/686-4040 or 688-3949.
FLORIDA MOTOCROSS
Gateway Raceway, Pace. Info 904/623-4306.
FLORIDA MOTOCROSS
Pre-Winter Olympic Kickoff. AMA/WorldSports. Gatorback MX Park, Gainesville. Info 813/822-8929.
GEORGIA MOTOCROSS
Calhoun MX Park, Calhoun Info 404/629-7511.
GEORGIA MOTOCROSS
Riverside Supercross. Calhoun. Info 404/629-4114.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
NEVADA CLUB MEETING
Las Vegas. Las Vegas Retreads. Info 602/979-2692.
NEVADA CLUB MEETING
Las Vegas. Las Vegas Goldwings. Info 602/979-2692.
NEVADA MOTOCROSS
● NV State Championship. Las Vegas Int'l Raceway, Henderson.LVMC. Info 702/564-2677.
NORTH CAROLINA MOTOCROSS
● NC State Championship. Metrolina Speedway, Charlotte. Info 704/596-4830.
OHIO HARE SCRAMBLE
Toys for Tots. Big Valley, 3 mi south of E. Palestine. Info 216/792-6341.
OKLAHOMA MOTOCROSS
● Allen Ranch, Bixby. Info 918/428-1237.
TENNESSEE HARE SCRAMBLES
Mid-South Winter Series. Clarksville. Info 615/331-1475 or 741-3651.
TEXAS MOTOCROSS
Conroe MX Park, Conroe. Info 409/273-2336.
WASHINGTON MOTOCROSS
Coyote Racing. Thurston Gray's Harbor ORV Park, McCleary. Info 206/426-8090.
WYOMING HARE SCRAMBLES
Laramie Dirt Riders. 18 mi north of Laramie. Info 307/742-4136 or 745-7793.

Nov. 26-30

FLORIDA WINTER OLYMPICS
● 15th Annual Winter Nat'l Olympics. Gatorback MX Park, Gainesville. Info 813/822-8929.

Nov. 27-30

CALIFORNIA HARE & HOUND
Annual Barstow to Vegas. Barstow. AMA/D-37. Info 415/534-6222 or 818/353-5409.

November 28

TEXAS MOTOCROSS
SMX Rio Bravo. Houston. Info 713/459-1235.

November 29

ALABAMA MOTOCROSS
● La Fayette. Penton MX. Info 205/864-9448 or 864-9641.
CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.
CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info 619/727-1171.
CALIFORNIA SHORT TRACK
Monterey County Fairgrounds, Monterey. Info 408/449-7367.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. R & R Racing. Info 813/986-4950.
FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Southern Supercross, Dalton. Info 404/259-3184.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717 or 462-4436.
NORTH CAROLINA MOTOCROSS
B & B Speedway, 8 miles east of Bridgersville. Info 919/243-4924.
TEXAS MOTOCROSS
Conroe MX, Houston. Info 409/273-2336.
TEXAS AMA FLAT TRACK & TT
Boyd Raceway, Boyd. Mike Kidd TDTA. Info 817/284-1766 or 433-5587.

Nov. 29-30

FLORIDA TRIALS
2 Day Event. Florida Trials Assn. Hernando. Info 813/533-0747 or 683-9319.

November 30

ALABAMA MOTOCROSS
County Line Racetrack, Vance Info 205/385-2690.
ALABAMA MOTOCROSS
Warrior MX, Warrior. Info 205/849-8069.
CALIFORNIA MOTOCROSS
E Street Bridge Track, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA MOTOCROSS
● CRC, Edwards AFB. Info 714/689-6114.
CALIFORNIA MOTOCROSS
● NMA Fall Nationals. Glen Helen Raceway, San Bernardino. Info 213/868-8112.
CALIFORNIA SMX MOTOCROSS
CZ World Champ. CVRG Historic MX Challenge. DeAnza Cycle Park, Sunnymead. Info 714/662-7377.
CALIFORNIA MOTOCROSS
SRA double points. Riverside. Info 714/828-1358.
CALIFORNIA CMC MX
● Carlsbad Raceway, Carlsbad. Info 714/261-6116.
FLORIDA MOTOCROSS
Moroso Motorsports Park, W. Palm Beach. AAMRR. Info 305/793-3394 or 622-1400.
FLORIDA MOTOCROSS
Gateway Raceway, Pace. Info 904/623-4306.
FLORIDA HARE SCRAMBLES
Suncoast Trail Blazers. Plant City. FTR. Info 813/351-4056.
GEORGIA MOTOCROSS
Riverside Supercross. Calhoun. Info 404/629-4114.
GEORGIA SHORT TRACK
Thunder Creek ST. High Falls. Info 912/994-6630.
HAWAII GRAND PRIX
Sand Flea Grand Prix. On beach, downtown Hilo. Info 808/935-1131.
NEVADA CLUB MEETING
Las Vegas. Las Vegas Retreads. Info 602/979-2692.
NEVADA CLUB MEETING
Las Vegas. Las Vegas Goldwings. Info 602/979-2692.
OHIO HARE SCRAMBLES
Salem MC. Salem. CRA. Info 216/427-6645 or 482-2971.
OHIO HARE SCRAMBLE
Echo Hill Ski Center, Logan. AMA. Info 614/385-5555 or 385-5542.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc. Oklahoma City. Info 405/681-9492.
OKLAHOMA MOTOCROSS
● Allen Ranch, Bixby. Info 918/428-1237.
SOUTH CAROLINA HS/MX
Fall Series. Interstate MX Old Switzer Rd, Moore. Info 803/574-7930.
SOUTH CAROLINA MOTOCROSS
Hell Hole Creek MX. Leesville. Info 803/532-5778.
TENNESSEE MOTOCROSS
Jax MX Park, 8 mi east of Milan. Info 901/662-7123 or 686-0558.
TEXAS MOTOCROSS
● Rio Bravo MX Park, Houston. Info 713/458-0090.
TEXAS MOTOCROSS
● Burleson MX Park, south of Fort Worth. Info 817/295-8908, 295-1760.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, Info 713/482-7593, 817/694-2901.
TEXAS MOTOCROSS
● Swan Motocross Raceway, Tyler. Info 214/882-4215.

December 5

CALIFORNIA CMC MOTOCROSS
● Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA CMC MOTOCROSS
Ascot Park, Gardena. Info 714/261-6116.
SOUTH CAROLINA SUPERCROSS
Riverside Speedway, Greenville. Stepp Mill MX. Info 704/685-3033.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-3813.
TEXAS MOTOCROSS
SMX Rio Bravo. Houston. Info 713/459-1235.

December 6

ARIZONA HARE & HOUND
● Nat'l Series. A.D.R.A. Lukeville. Info 602/252-1900.
ARIZONA ROAD RACE
100 Mile Endurance & Sprints. PRRO. Firebird Int'l Raceway, 6 mi south of Phoenix.
CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.
CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info 619/727-1171.
CALIFORNIA SHORT TRACK
Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA ENDURO
Tecate 250k. Los Ancianos MC. Baja. Info 619/279-2498 or 755-1939.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. R & Racing. Info 813/986-4950.
GEORGIA MOTOCROSS
Southern Supercross, Dalton. Info 404/259-3184.
MARYLAND SHORT TRACK
Timonium Fairgrounds, Timonium. BCTRA.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717 or 462-4436.
NORTH CAROLINA MOTOCROSS
B & B Speedway, 8 miles east of Bridgersville. Info 919/243-4924.
TEXAS AMA FLAT TRACK & TT
Boyd Raceway, Boyd. Mike Kidd Promotions, TDTA. Info 817/284-1766 or 433-5587.

December 6-7

CALIFORNIA ROAD RUN
Windy Lindstrom Run. Oakland MC. AMA/D-36. Oakland. Info 415/534-6222.

December 7

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
Warrior MX, Warrior. Info 205/849-8069.
ALABAMA MOTOCROSS
Port City MX. Fall Series. Mobile. Info 205/660-1057.
CALIFORNIA FAMILY ENDURO
F.R.A. Yuletide Enduro. Lucerne Valley. Info 714/666-0238.
CALIFORNIA DESERT RACE
Fudpucker Racing Team. Rattlesnake Chase. Ancient Dry Lake Bed, Imperial Valley. AMA/D-38. Info 619/427-5759.
CALIFORNIA MOTOCROSS
● Perris Raceway, Perris. CRC. Info 213/830-7519.
COLORADO TRIALS
RMTA's Coup de Grace Trials. Adamic Ranch. Info 303/475-2018 or 751-1281.
CONNECTICUT ENDURO
Salmon River County Riders/New England Trail Riders Assn. Marlborough. Info 203/295-9833 or 267-9486.
FLORIDA DRAGS
● M.R.A. Orlando Speed World, Bithlo. Info 813/392-0866 or 293-5884.
FLORIDA MOTOCROSS
FL Sportsmen MX, Bunnell. Info 904/225-5320.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
NEVADA HARE SCRAMBLES
NV State Championship. Silver City Scramblers Big/M. M.R.A.N. Las Vegas. Info 702/870-1715.
NEVADA MOTOCROSS
● Las Vegas MX Park, Las Vegas. Info 702/878-8977.
NORTH CAROLINA MOTOCROSS
● Montrose MX, Raeford. Info 919/875-3805.
SOUTH CAROLINA MOTOCROSS
Interstate MX Park, Moore. Info 803/574-7930.
TEXAS TRIALS
N.T.T.A. Weatherford. Info 817/249-5441.
TEXAS MOTOCROSS
Conroe MX, Conroe. Info 409/273-2336.
WASHINGTON MOTOCROSS
Coyote Racing Ent. Thurston County ORV Park, Olympia. Info 206/426-8090.

December 12

CALIFORNIA CMC MOTOCROSS
● Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA CMC MOTOCROSS
● Ascot Park, Gardena. Info 714/261-6116.
SOUTH CAROLINA SUPERCROSS
Riverside Speedway, Greenville. Stepp Mill MX. Info 704/685-3033.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-3813.
TEXAS MOTOCROSS
● SMX Rio Bravo. Houston. Info 713/459-1235.

Dec. 12-13

NORTH CAROLINA ARENACROSS
M & M Prod. James B Hunt Horse Arena, Raleigh. Info 919/342-4492.

December 13

CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.
CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info 619/727-1171.
CALIFORNIA KIDURO
CRC, Lucerne Valley, Anderson Dry Lake. Info 714/689-6114.

17th Annual
El Trial de España

LITTLE ROCK RESERVOIR
Near Palmdale, CA
FREE Spectator Admission
Antelope Valley FRWY (14) North.
Exit Pearblossom Hwy, Follow signs to Trial site.
Proceeds Sponsor Top ATA Riders to European Competition
RAFFLE: HONDA Reflex
And Other Great Prizes
SUNDAY DEC. 7th 1986
All Regular ATA Classes Plus Special Non-Trials-Bike and Press & Industry Classes
U.S.F.S. Approved Spark Arrestors, Green Stickers & Helmets Required
Trial Begins 10:00 a.m.
For Additional Information: (213) 696-3260 Days (619) 789-3656 Nights

WILD TURKEY GRAN PRIX
SUNDAY, NOVEMBER 23, 1986
Los Angeles County Raceway • Palmdale, California
All new track including Open Desert, MX Track, Blacktop.
DON'T MISS IT! • Membership Not Required • MX-GP-ATV POINTS
Doublecross, AMA, SRA, Desert Buicks, CMC, District 37, NMA - WELCOME

8:00 a.m.	Parade Lap	12:30	Parade Lap
8:30	All Mini	1:00	3-Wheelers
9:30	Quads & ODY	2:00	All Nov.
10:30	Old Timers	3:00	All Beg.
10:30	Pros & Int.	4:00	Team Race
11:30	CRC Vets (+30, +40)		

Each Class Race 45 Minutes • 20% Trophies • Superb Finisher Pins
CASH TO PROS • No post entry penalty for 2nd class entered.
MAIL ENTRY: $20, Non-Member $25 • POST ENTRY: $25, Non-Member $30
1987 CRC Membership Available
Mail entries and two (2) legal size self-addressed envelopes (SASE) to:
CALIFORNIA RACING CLUB, 24518 Island, Carson, CA 90745
INFO: (213) 830-7519

MX Every Saturday
DeAnza Cycle Park
Sunnymead, CA
Info (714) 242-5840

AFM
Road Race Schedule
Nov. 22/23 — Willow Springs
13423 Stanstead, Norwalk, CA 90650
(213) 864-0704
(415) 327-0908 North Chapter

Got an opinion? Write a letter to the Editor!

INTER-SHOWS
SWAPMEET
MOTORCYCLE
NOV. 14
O.C. Fairgrounds, CA
(714) 364-2542

NMA
NATIONAL & REGION ACTIVITIES
NATIONAL MOTOSPORT ASSOCIATION
MINICYCLE MOTORCYCLE MOTOCROSS
SANCTIONS — MEMBERSHIPS CONTACT NMA
P.O. BOX 46
NORWALK, CA 90650
(213) 868-8112

SMX
California Schedule
Sat. Nov. 15 Perris
Sun. Nov. 16 DeAnza
Sat. Nov. 22 Perris
Sun. Nov. 23 Glen Helen
INFO (714) 831-3482

SRA
California Schedule
Nov. 30 — RIVERSIDE G.P.
(Double SRA Points)
Jan. 25 — NEW YEAR'S G.P.
(De Anza Cycle Park)
(714) 828-1358

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AMERICAN MOTORCYCLIST ASSOCIATION
IN OHIO CALL 800-AMA-4567

CRC
CALIFORNIA RACE SCHEDULE
ATV Classes At All Events
Nov. 16 — MOTOCROSS Glen Helen Cycle Park
Nov. 23 — WILD TURKEY GP L.A. County Raceway
Nov. 30 — MOTOCROSS Edwards AFB
Dec. 7 — MOTOCROSS Perris Raceway
(213) 830-7519
1987 Licenses Available

CMC
Race With The Best
Every SUN. Carlsbad Raceway
2nd & 4th SUN. Sunrise Cycle Park
Nov. 21 FRI. Ascot Park
CA (714) 261-6116

Agajanian Enterprises Present:

FOURTH ANNUAL

U.S. NIGHT NATIONALS

CMC MOTO-CROSS

FRIDAY NOV. 21, 7 pm

ALL REGULAR CLASSES

- CHALLENGING 5/8th MILE COURSE
- UNLIMITED, CLEAN PITS
- FREE, PAVED PARKING
- PERMANENT REST ROOMS, SNACK BARS
- EVENT DIRECTION BY CMC
- PROFESSIONAL LIGHTING

4:30 GATES OPEN • 6:00 SIGN-UP CLOSES • 5:30-6:30 PRACTICE • 7:00 FIRST RACE

TICKETS -- ADULTS $8.00, JUNIORS (13-17) $5.00, CHILDREN (9-12) $1.00, 8 AND UNDER FREE

ENTRY FEES:
$20.00 PROS
$15.00 SPORTSMAN

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TROPHIES - PRIZES
SPORTSMAN

J. C. AGAJANIAN'S Ascot
18300 VERMONT AVE., GARDENA

PRO PAYBACK
$1,000 GUARANTEED
OR REGULAR PAYBACK
(WHICHEVER IS GREATER)
(714) 261-6116

Sanctioned Continental Motosport Club

1986 GRAND PRIX CHAMPIONSHIP SHOOT OUT

30% TROPHIES — SRA — XX — CRC — D-37 — SMX — EVENT T-SHIRTS TO ENTRANTS

WHO HAS THE FASTEST RIDERS? Ride a two race series for your favorite organization and earn them a trophy cup and bragging rights for next year, plus a special award for contributing members of winning team.

1st Event
SUNDAY, November 16th, 1986 / Perris Raceway

2nd Event
SUNDAY, December 14th, 1986 / Glen Helen Raceway

"SCORING FORMAT" A trophy win counts as a championship series point based on 30% of starters. DCR Members may ride for another club and still earn XX points.

RACE SCHEDULE

Morning Practice	8:00 a.m.
3-Wheelers/Quads/Odys	8:30 a.m.
250cc	9:35 a.m.
Veterans 30-39 yrs	10:40 a.m.
Noon Practice	11:45 a.m.
500cc	12:30 p.m.
Minis	1:35 p.m.
Fourstrokes/Seniors/Women	2:40 p.m.
200cc	3:45 p.m.

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FMC Supercross. Ocala Speedway, Ocala. Info 904/629-2962.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. R & R Racing. Info 813/986-4950.
GEORGIA MOTOCROSS
Southern Supercross, Dalton. Info 404/259-3184.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717 or 462-4436.
NORTH CAROLINA MOTOCROSS
B & B Speedway, 8 miles east of Bridgersvile. Info 919/243-4924.
OHIO 1/4 MILE OVAL & TT
Deerfield Speedway, Deerfield. Sideways Promotions. Info 216/584-8668.
PENNSYLVANIA PET FOOD RUN
Rider MC Touring Club of PA. Phila. Chapter. Ritz, Phila. Info 215/763-1143.
TEXAS AMA FLAT TRACK & TT
Boyd Raceway, Boyd. Mike Kidd Promotions, TDTA. Info 817/284-1766 or 433-5587.

December 14

ALABAMA MOTOCROSS
County Line Racetrack, Pine Hill. Freddy Flowers. Info 205/385-2690.
ALABAMA MOTOCROSS
Gary's Warrior MX, Birmingham. Info 205/849-8069.
CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead. DeAnza Cycle Club. Info 714/242-5840 or 653-6110.
CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.
CALIFORNIA CMC MX
● Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA CMC MOTOCROSS
● Sunrise Valley Cycle Park, Adelanto. Info 619/245-7339.
CALIFORNIA HARE SCRAMBLES
10th Annual Cowpuncher. AMA/D-36. Hollister Hills OHV Park, Hollister. Info 415/846-4710.
CALIFORNIA TOY RUN
St. Lukes Toy Run. Oakland MC. Oakland. Info 415/534-6222.
CALIFORNIA MOTOCROSS
● L.A. County Raceway, Palmdale. CRC. Info 213/830-7519.
CALIFORNIA HARE SCRAMBLES
Dirt Diggers MC. AMA/D-37. Fremont Valley. Info 714/895-2030.
CALIFORNIA MOTOCROSS
E Street Bridge Track, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA ENDURO
Santa Claus Enduro. CRC. Anderson Dry Lake, Lucerne Valley. Info 714/689-6114.
FLORIDA HARE SCRAMBLES
Daytona Dirt Riders. Daytona. FTR. Info 813/351-4056.
FLORIDA MOTOCROSS
Gateway Raceway, Pace. Info 904/623-4306.
FLORIDA TRIALS
FL Trials Assn. Titusville. Info 813/533-0747 or 683-9319.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
KENTUCKY HARE SCRAMBLE
Pendleton Co. MC Park, Gardnersville. Info 606/472-3442.
NEVADA CLUB MEETING
Las Vegas. Las Vegas Retreads. Info 602/979-2692.
NEVADA CLUB MEETING
Las Vegas. Las Vegas Goldwings. Info 602/979-2692.
NEVADA MOTOCROSS
● Santa Claus MX. Las Vegas MX Park, Las Vegas. Info 702/878-8977.
OHIO HARE SCRAMBLE
Fall Series. Gran Prix Raceway, Canal Fulton. CRA. Info216/239-1598.
OKLAHOMA MOTOCROSS
Allen Ranch, Bixby. Info 918/428-1237.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc. Oklahoma City. Info 405/681-9492.
SOUTH CAROLINA MOTOCROSS
Hell Hole Creek MX. Leesville. AMA/D-29 Fall Series. Info 803/532-5778.
TENNESSEE HARE SCRAMBLES
Mid South Winter Series. Livingston. 615/823-4358.
TEXAS MOTOCROSS
Rio Vista. Info 817/373-2753.
TEXAS MOTOCROSS
● Rio Bravo MX Park, Houston. Info 713/458-0090.
TEXAS MOTOCROSS
● Burleson MX Park, south of Ft. Worth. Info 817/295-8908 or 295-1760.
WASHINGTON MOTOCROSS
Coyote Racing Ent. Thurston ORV Park, Olympia. Info 206/426-8090.

December 19

CALIFORNIA CMC MOTOCROSS
● Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA CMC MOTOCROSS
● Ascot Park, Gardena. Info 714/261-6116.
SOUTH CAROLINA SUPERCROSS
Riverside Speedway, Greenville. Stepp Mill MX. Info 704/685-3033.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-3813.
TEXAS MOTOCROSS
● SMX Rio Bravo, Houston. Info 713/459-1235.

December 20

ALABAMA MOTOCROSS
Ashalnd/Talladega. Coleta Valley MX. Info 205/354-4586 or 354-2805.
CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.
CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info 619/727-1171.
CALIFORNIA SHORT TRACK
Monterey County Fairgrounds, Monerey. Info 408/449-7367.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. R & R Racing. Info 813/986-4950.
GEORGIA MOTOCROSS
Southern Supercross, Dalton. Info 404/259-3184.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717 or 462-4436.
NORTH CAROLINA MOTOCROSS
B & B Speedway, 8 miles east of Bridgersvile. Info 919/243-4924.
TEXAS AMA FLAT TRACK & TT
Boyd Raceway, Boyd. Mike Kidd Promotions, TDTA. Info 817/284-1766 or 433-5587.

December 21

ALABAMA MOTOCROSS
● Ft. Rucker. Flying Wheels MX Club. Info 205/598-4527 or 598-2927.
ALABAMA MOTOCROSS
Gary's Warrior MX, Warrior. Info 205/849-8069.
ALABAMA MOTOCROSS
County Line Raceway, Vance. Info 205/477-5389 or 477-6848.
CALIFORNIA SMX MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/582-3482 or 582-2522.
CALIFORNIA CMMC MOTOCROSS
Barona Oaks Raceway, Ramona. Info 619/565-2406.
CALIFORNIA CMC MX
● Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● CRC. Glen Helen Raceway, San Bernardino. Info 213/830-7519.
CALIFORNIA DESERT RACE
Reindeer Romp. ARA. Barstow. Info 714/925-8608.
CALIFORNIA ROAD RACE
ARRA. Riverside Raceway, Riverside. Info 805/966-5700.
FLORIDA MOTOCROSS
Bunnell. FL Sportsmen MX. Info 904/225-5320.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
● High Falls. Thunder Creek MX. Info 912/994-6630.
NEVADA CLUB MEETING
Las Vegas. Las Vegas Retreads. Info 602/979-2692.
NEVADA CLUB MEETING
Las Vegas. Las Vegas Goldwings. Info 602/979-2692.
NORTH CAROLINA HARE SCRAMBLES
Taylorsville. Cycleland, Inc. Info 704/632-3301.
OHIO HARE SCRAMBLES
Gran Prix Raceway, Canal Fulton. CRA. Info 216/682-9231 or 239-1598.
SOUTH CAROLINA MOTOCROSS
Interstate MX Park, Moore. Info 803/574-7930.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-3813.
TEXAS MOTOCROSS
Conroe MX Park, Conroe. Info 712/756-4114 or 273-2336.

Too Late To Classify

November 21
CALIFORNIA MOTOCROSS
● U.S. Night Nat'ls. CMC. Ascot Speedway, Gardena. Info 714/261-6116.
November 23
ARKANSAS MOTOCROSS
El Paso MX Park, El Paso. Info 501/362-6474.
SOUTH CAROLINA HARE SCRAMBLES
SETRA H.S. Series. Abbeville. Info 615/870-7579.
November 29
CALIFORNIA POKER RUN
Dual Sport Poker Run. AMA/D-37. Barstow to Las Vegas. Barnes Honda/Yamaha, Barstow. Info 818/249-2141 or 353-5409.
November 30
MISSOURI SUPERCROSS
Indoor. PRE. Racing. Am. Royal, Kansas City. Info 913/788-3137.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

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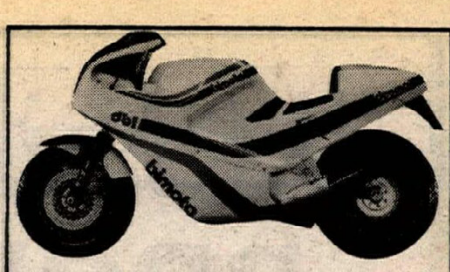
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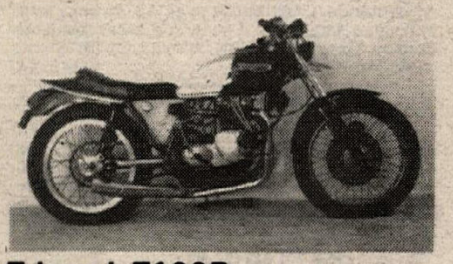

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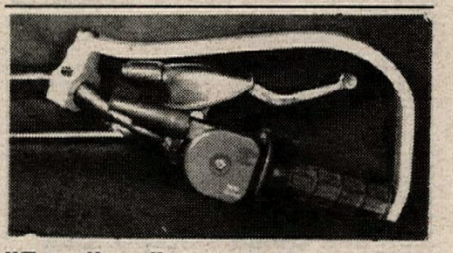

"Excellent"
That's how the professionals at Dirt Bike magazine rate Brush-gards, ranking them above the high priced competition. Brush-gards feature heat treated aluminum components, lightweight construction, and a narrow, competition oriented profile. All fasteners accept a single Allen key (included). $39.95. Or choose our integrated system of aluminum Brush-gards and plastic deflectors. Great when the going gets cold or wet. Team colors. $54.95. At your dealer or direct. ENDURO ENGINEERING,INC, 3635 Hillside Road, Ypsilanti, Michigan 48197. (313) 434-0550. (145-48)

Dymags
18x2.50, 18x3.50 Powder painted blue, flawless. Cost over $1000. Sacrifice $600/OBO. (818) 848-9838 after 6 pm. (345-46)

'85 Honda CR500
Excellent condition, Ohlin shock, FMF pipe, runs strong. $1500. Call Shawn (714) 991-3944 after 6 pm. (145-46)

1983 MAICO 490 DESERT SPYDER. Excellent condition, great enduro bike has odometer, spark arrestor, new tires and chain. $850/OBO. (714) 556-4339. (145-46)

Used '86 Husky XCs/TX
CROSS COUNTRYS. '86 500XC, $1995. '86 400XC, $2195. '86 510TX, $1995. All in good condition. Call Ryan (505) 523-9401 Las Cruces, New Mexico. (145)

'87 USA R.R. Calendars
BY LOCKHART. Exciting full color poster size calendar captures the excitement of a complete season of Superbike F1, F2, Endurance and BoTT Road Racing. A must for road race and superbike enthusiasts! $11.95. For information contact LOCKHART, 15717 Texaco St, Paramount, CA 90723. (213) 630-4621. (245-48)

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New, full warranty, both colors. HOLIDAY SUZUKI. (813) 937-4267. (245-48)

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Brand new, 700 miles, extended warranty. $2450. (714) 498-4018. (145-46)

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Axtell, heads, Dyna ignition, Wiseco, Patrick cams and clutch. Fresh and ready to race. $3850. (815) 633-6128. (145)

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More speed changes, easier programming, no hassle with batteries, HI-RELIABILITY crystal and a 1 year warranty are just some of the many NEW features. Used by EVERY national winner this year! Just $179.95. Visa/Mastercard. ICO, Box 430, Bayou Lacombe, LA 70445. (800) 331-0470 (232/TFN)

WINDSLICKS '84 FJ1100 YAMAHA, red, silver upper. $70. (906) 635-0451. (145-46)

Superbike Clearance Sale
1985 HRC Interceptor, factory engine. $600. 1986 GSXR750 Production racer. 1986 GSXR750 Superbike, ported, pistons, cams. Must sell by 1-1-87. Spares available. (617) 263-5057. (345-46)

1974 KAWASAKI, 1260 A.P.E. big block, 33mm Mikuni, ported head, V & H cams, 8" over swingarm. Custom paint, too much to list. Ran 9.50s. New Bates leathers, Bell Star helmet. $2250/OBO. Will separate. (702) 645-2395. (345-46)

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'85 KTM 125 MXC
Bark busters, Z-guards, Answer S-A & O'ring. $1000. (615) 263-2486. (345)

1983 Honda XR200R
$500. (714) 730-1835 days, (714) 633-8218 evenings. (345)

1986 Ducati 750F1B
Titled and licensed for Street. 800 kilometers. $6800. 1985 Cagiva 650 Alazzura, no miles. $3000. (312) 884-8936. (345-46)

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Runs but needs work. $150/OBO. 1974 Yamaha 250MX, excellent condition. $250/OBO. (213) 641-0897. (145)

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Parts & Accessories. JB CYCLERY, 17468 Rd.25, Madera, CA 93638. (209) 674-4788. (144-47)

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Excellent condition. $1100. Chris (818) 799-5105. (345)

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Like new, 2000 miles. $4995. (714) 996-1762 evenings. (245)

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C2J 600 Honda
Shock under carbs, with TT set up. $5000.(517) 697-4425 ask for Roland. (145-46)

'86 KTM 125 MXC
Like new, many extras. Injury forces sale. $1600/OBO. (315) 539-5101 Upstate N.Y. (345-46)

1982 Ford Van
PS, PB, E150 Super Van, six cylinder, custom interior, sectioned off for bikes. $6500. (313) 686-5934 call from 8 am to 5 pm. (145-46)

B2V SPECIAL: '83 HUSQVARNA 500, good condition, stored since 4/85. New piston, tires, chain, extras. $700. (805) 259-7281 Tim. (345-46)

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Tired of hitting the rev limiter on your GSXR? I will electronically recalibrate your black box to any RPM you select. $45. 24 hour turn around time with money order or COD. Jim Nicks, c/o TELECO ELECTRONICS, 8436 N. Nebraska Ave, Tampa, FL 33604. (813) 935-4002. (345)

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'86 WMX, excellent condition. Boyesen, Terry, cast disc, revalved Ohlins. $1600/OBO. Can deliver. (801) 467-6339. (344-47)

Carb Kit & Free Photo
Rad-Induction carb kits for Interceptors, Ninja 600. V-4 kits adapt individual filters to each carb. Ninja kit includes Rad-Induction "velocity accelerators" blasting low-end & mid-range power. Kits include everything needed, ie; filters, needles, jets, battery box, etc. 14%-16% realistic h.p. boost. Were $159, now $124. ALLSPORT PERFORMANCE LABS. (206) 322-0567. (145-46)

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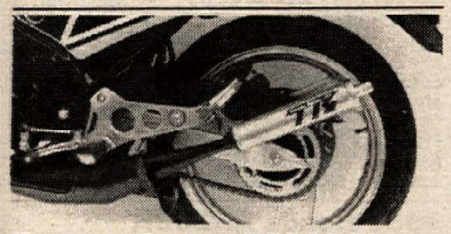
Vincent Black Lightning, the famous "Burns & Wright" world record holder; incredible history, totally original & correct. Indisputably one of the top 3 Vincents in the world! 1952 Vincent Touring Rapide, very rare American market series. 1970 Velocette Thruxton, 140 original miles, still on C. of O. 1966 Triumph TT Special, totally restored, matching numbers, all correct. 1967 BSA Hornet, very nice unraced example. 1963 Triumph T-120C, the TT forerunner; this bike is brand new with less than 20 miles since it came out of crate, unbelievable condition. 1956 Triumph T-110, beautiful restoration, runs perfectly. 1970 Rickman Metisse Triumph 500, superb example, ex-Manford Hecht. Kirk White, PO Box 296, Wayne, PA 19087. (215) 687-0468. (345-47)

ATK 560
Super clean, perfect condition, bought new November '85, countershaft, disc brake. $3400. (818) 339-2773. (145-46)



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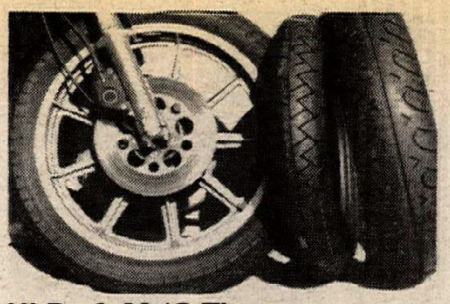
First rate quality. Order the best today. Complete kit includes pipe, special Toomey Racing airbox, aluminum battery box, perfect jetting kit and instructions. $395 complete. Visa/MC/AmEx/COD. TOOMEY RACING USA. (213) 539-6542. Ask for our new Catalog of Special Parts. (245/TFN)



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Lowest prices on Michelin, Dunlop, Continental, Cheng Shin, Dunlop Elite K100RS...140/80V-16, $98.87, 130/90V-18, $92.87, 120/80V-16, $75.96, 100/90V-19, $76.26. Visa/MC/ (213) 326-8755. (143-44)

Vintage Wanted
Highest prices paid on the following: Vincent Black Shadow, MV Agusta, all 4 cylinder models, plus all early MV racing, sport singles & twins. Ducati racing singles & sport types. Strong interest in all types of Italian exotica, including Parilla, Mondial, Gilera, Itala, etc. Extraordinary prices paid for top condition motorcycles. Kirk White, PO Box 296, Wayne, PA 19087. (215) 687-0468. (345-47)

CR500 PARTS. Piston, rings, gaskets, bars, fenders, oil, etc. Cheap! (213) 941-5105 David. (344-45)

1986 M-Star-Maico
500 Scrambler bought new in August, many extras. Must see. $2300. (818) 357-4787. (345-46)

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Must sell due to pregnancy. Girls race bike, many extras. $700/OBO. (213) 320-5254. (345-46)

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Any row start, will pay $125 for yours! (213) 679-5422 Bruce. (345)

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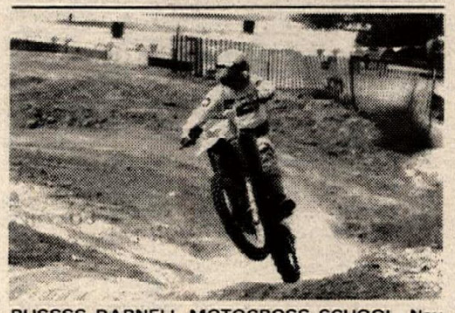
Top Gear, all leather, first quality, full length, rear zipper, ankle and calf straps. $29.95 plus COD & Shipping. Sizes 10 thru 12 only. (612) 786-6392. (345)



RUSSSS DARNELL MOTOCROSS SCHOOL. Nov 15 & 16, Sand Hill Ranch, Brentwood, CA. Dec 22 & 23 at De Anza. Advanced 7 day camp, Dec 8-14. (714) 244-1213. (241/TFN)

'86 YZ490/Low Miles
Very Clean, Race-Tech shock & fork mods, Answer silencer. $1750. (213) 459-5866. (145-46)

Vintage MX Racers
Husqvarnas-1972 450 & 1973 400. Very good condition, many extra parts and tools. All for $600. (619) 375-1009. (145)

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Well maintained Enduro bike with extras. $1875. Call (714) 998-0104 Anaheim area. (145-46)

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Bought new April 1985. Excellent condition. Plus pants, jersey, boots (size 8). $595. (714) 861-0714. (145)

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New Can-Am 560 Sonic's
New, factory crated, ship anywhere. D.M. Best Can-Am. (800) 972-1119. (140-49)

1983 Honda CX650 Turbo
New tires and battery, only 14,000 miles. Excellent condition. $2800. (714) 794-7173. (145)

2 1986 CR125s
Both in excellent condition, many extras. $1200 ea/OBO. (213) 316-9932. (145-46)

Wanted: BW200/Hon 200X
Trade FT500 Ascot, mint or 1980 750F Honda, Kerker sport kit, etc. Also need TY350. (619) 273-6530. (345)

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One Big Wheel 200, two Big Wheel 80s. Like new, never abused. Also 1985 KTM 500 MXC. $2950 takes all. Will separate. (714) 597-1498 days, (714) 988-0487 evenings. (345-46)

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PORTING TOOLS — Motors/tools/cutters/stones/kits/mandrels/abrasives/parts/acces. for any M/C, ATV, car or dune buggy port job. #1 US Mfr./Dist. porting tools. CC Specialty, Rt. 4, Box 204, Lawrenceburg, TN 38464 (615) 762-6995.

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PAUL THEDE'S RACE TECH —Repair cracked & bent aluminum radiators & oil coolers. We fix what others can't. All work pressure tested & guaranteed. UPS daily anywhere. 3227 Producer #127, Pomona, CA 91768. (714) 594-7755.

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RUSS DARNELL MX/ATV SCHOOLS — since '69 full program of off road technique: MX/enduro/trail/desert. ATV rider/racer sessions. SVIA cert. Dealers/clubs/small groups. P.O. Box 8004, Canyon Lake, CA 92380 (714) 244-1213.

HONDA SHOCK SPECIALIST
'Too Tech Racing"
The original Honda Only Suspension Expert for 5 years is ready with 1987 shock mods/fade proofing. 1 day service.
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1986 KDX 200
Must see to appreciate. Ridden ten times, good as new, very well kept. Bark busters, Answer silencer spark arrestor and disc guard. Steve (714) 642-6712 weekdays. (145)

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Enclosed trailer, 6'x6'x10'. Full set up including water tanks. Excellent condition. Asking $1600. (317) 474-1722 after 5 pm. (345-46)

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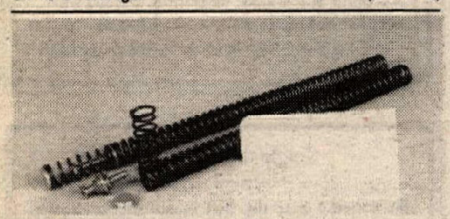
Mercedes 6.3 for Motorcycle sidecar or interesting old racer. HD XR, HD KR or whatever! (301) 587-8143 evenings. (344-45)



Adjustable Dual Rate Fork Springs
The ultimate in adjustability and control for street or track! Dual rate fork springs to match riding conditions with adjustable crossover to tune the point that springs change from soft to firm. Has effect of anti-drive system that really works. $69.95. For FZ750, VF500, Nighthawk, Magna, Ninja 600, R80 and others. WORKS PERFORMANCE, 8730 Shirley Ave, Northridge, CA 91324. Call (818) 701-1010. (245-46)

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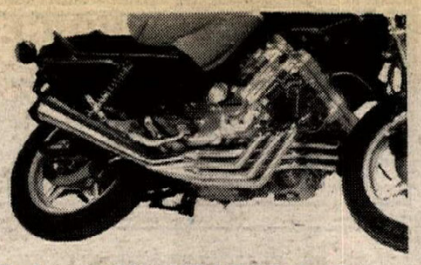
RZ350
13 hp increase, 20 lbs. lighter than stock, wide power band, 4 dba over stock. Retains side and center stands, $199 includes four aluminum silencers. R5-RD250/350/400 DAYTONA. $175 includes two aluminum silencers. KAWASAKI H1/H11. $210 includes aluminum silencer and hardware. Visa/Mastercard. FACTORY PIPE PRODUCTS, 816-A Waugh Lane, Ukiah, CA 95482. (707) 463-1322 (223/TFN)

12 FT. Braco Trailer
Tandem axles, brakes, side door, cabinets, water tank, work bench. $2500. (502) 325-3395. (344-46)



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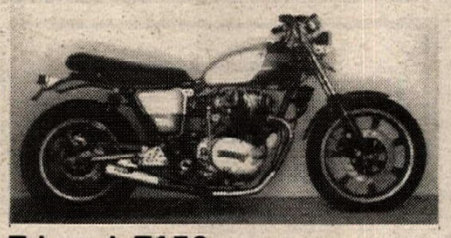

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1975 engine, 1979 Yamaha 650. Mikuni, Barnett, Kerker, K.V. ignition, etc. No leaks, no smoke, all new. $1400. (602) 886-9868 8 am to 2 pm. (145)

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Cota 200, $595. TY175 Yamaha, $575. TY80 Yamaha, $250. (714) 847-4564. (145)

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Santa gets hip. Cards feature striking, full color air brush paintings. For 15 cards/envelopes send $10 to: Concepts International, 12611 Research Blvd. Suite B-311, Austin, TX. 78759. Money Back Guarantee. (139-46)

Rothmans Honda Pullover
Style and Quality from Italy. The perfect gift. Machine washable. Sizes S,M,L,XL. Send $23 to: CONCEPTS INTERNATIONAL, 12611 Research Blvd, Suite B-311, Austin, TX 78759. Money Back Guarantee. (142-03)

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1987 Twin Air Filters In Stock And Ready To Race!
Don't put your new MXer on the track without the protection and free breathing performance of twin air filters as used by the factory teams. All 1987 applications in stock for CRs, YZs, KXs and RMs. $12.60. Twin air filter oil $8.50. 96 page catalog free with order or send $3.00. WHITE BROTHERS, 11750 Seaboard Circle, Stanton, CA 90680. (714) 895-1991. (245-46)

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Cases, cranks, heads and many hard to find motorparts. We stock a large selection of O.E.M. parts and accessories. Specialists in VF parts. Call today. Mon. - Fri., 9-6 EST. CYCLEWORKS, LTD. (203) 287-0411. (230-TFN)

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Mint, original condition, low miles. Touring tank, Borriani wires, Fairbanks, Morris Magneto, have saddle bags and windscreen in good shape. $3500 or offer. Call Steve. (415) 254-2487 CA. (343-46)

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Parts: urgently need good set of E cams. Also need shafts, transmission shims and gears, any ratio. Please call or write Steve Lawrence, 220 Glorietta, Orinda, CA 94563. (415) 254-2487. (343-46)

WOODS ROTAX 500cc ENGINE. Axtell head, 40mm Del Orto, Woods exhaust, electrics. $1450. (603) 483-5782. (143-45)

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Triumph, stored since 1977. Like new, needs nothing. $2200. Costa Mesa, CA office 24 hours. (714) 645-1177 (144-45)

Three XR750s
All 1980, Lawwill framed, up to date and fresh. One was Tex Peels, one was Gene Churchs and one was Tammy Kirks. First two make excellent fast Jr. bikes. $6000 each or make offer for two or one with many spares. (912) 236-4112 ask for Ramsey. (344-45)

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Fres OX. Acet. Que tanks with gauges, tips and hoses. $350. H.D. grinder, $50. 6" South Bend lathe. $400. Call Dave (202) 234-4645 D.C. area. (344-46)

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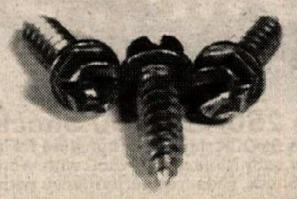

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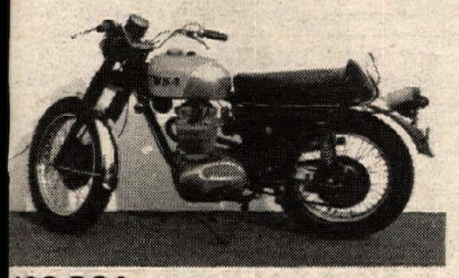

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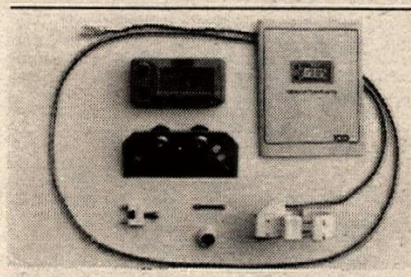

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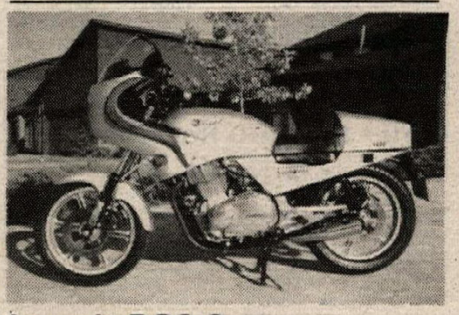

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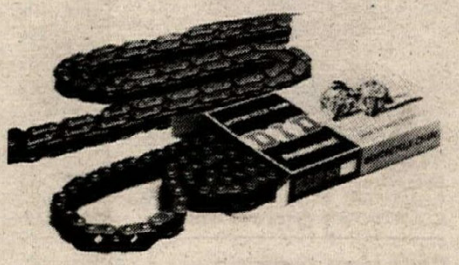

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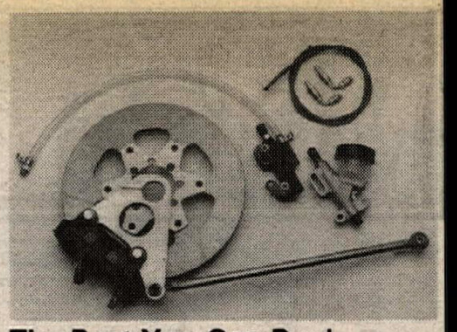

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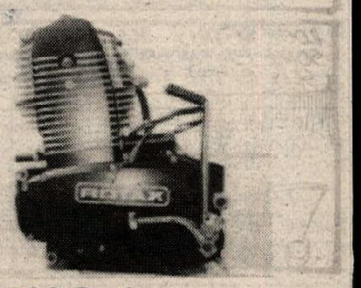

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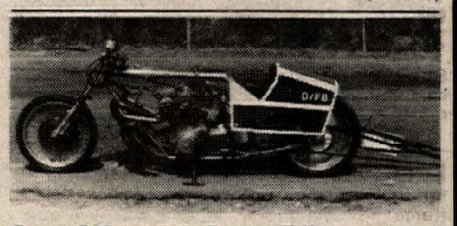

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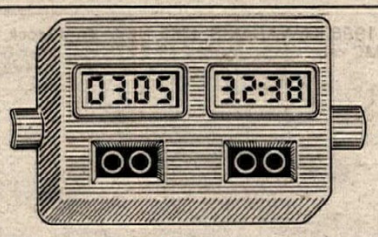

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